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Cover Photos William Walker

EST. 1949 VOL. 69, NO. 11

November 2017

4-COVER SPECIAL

COVER STORY

MOTOR TREND BEST DRIVER'S CAR

PICK 'EM For variety's sake, we printed four special alternate covers, for sale on newsstands.

RANDY'S ROOST Not only does our Randy Pobst shred a racetrack while surrounded by technical gear, but he also narrates our Motor Trend OnDemand video play by play.

THE CONTENDERS

Aston Martin DB11
Alfa Romeo Giulia Quadrifoglio
Chevrolet Camaro ZL1 1LE
Chevrolet Corvette Grand Sport Z07
Ferrari 488 GTB
Lexus LC 500
Mazda MX-5 Miata
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Mercedes-AMG GT R
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Porsche 718 Cayman S
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100 FJORD EXPLORER
2018 Land Rover Range Rover Velar
Range Rover's luxurious new midsize SUV proves resolute. *Ed Loh*

WORLD'S GREATEST DRAG RACE 7
A DOZEN SCREAMING (OR SILENT) SUPERCARS battle it out for quickest-car supremacy. *Ed Loh*

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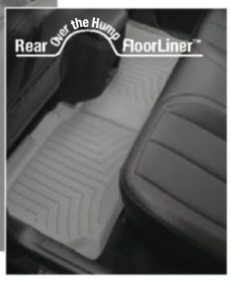

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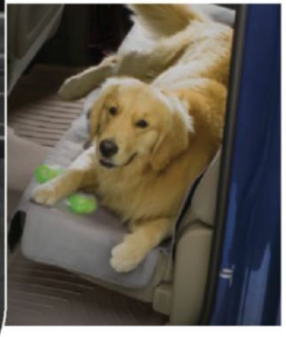

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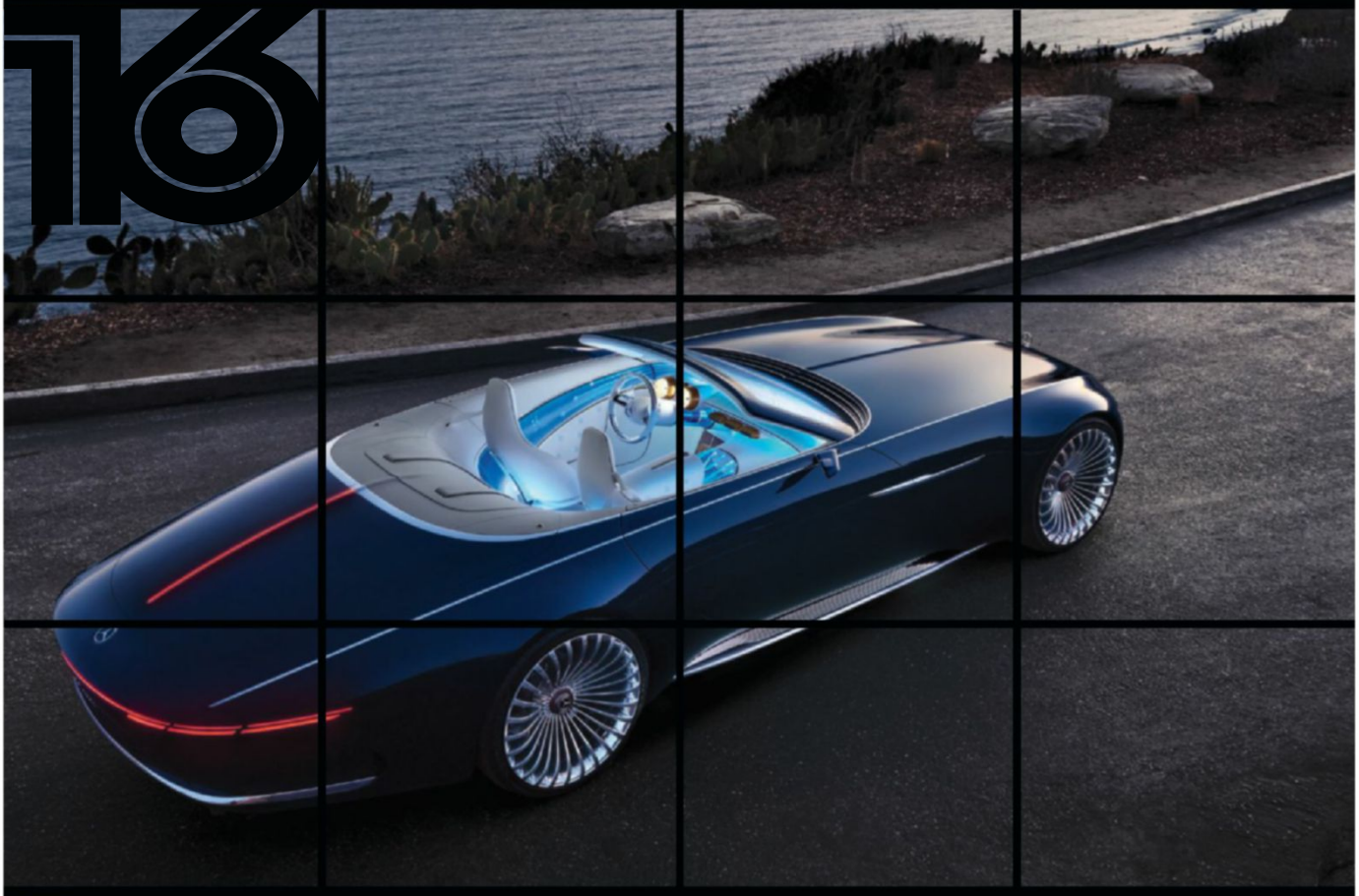

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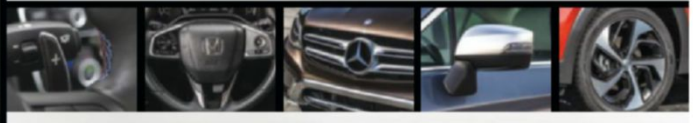

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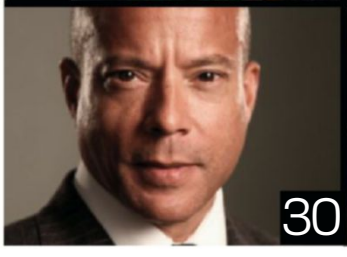
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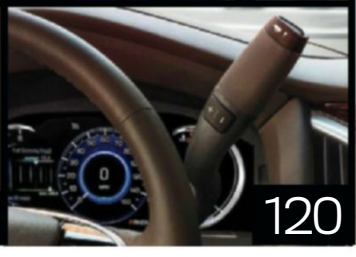
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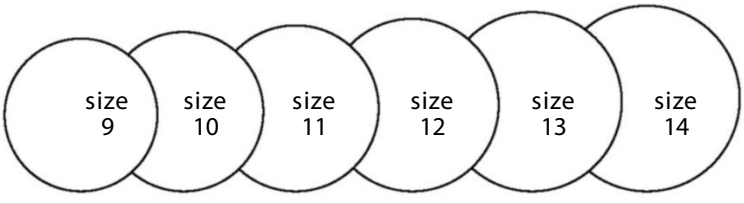

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The Lohdown

NOTES ON BDC 2017

TEAMWORK MAKES THE DREAM WORK

Our preparation protocol for Best Driver's Car has evolved over the years. It used to be we'd simply gather up the cars at a track, attach some gear, and run 'em real fast. But now, BDC takes months of planning and thousands of emails to coordinate—renting the tracks, setting up intermittent road closures, requesting California Highway Patrol support, ordering up port-a-potties, and arranging lunch from our favorite mobile taqueria, Tacos La Potranca De Jalisco of King City, California.

In the days before the event kicks off, our intrepid test team contacts each auto manufacturer to confirm participation and ensure delivery of the extra set of requested tires and best practices for evaluation on track and street—including recommendations for hot tire pressures, transmission and suspension settings, and a refresher on how to engage launch control. Once the vehicles arrive, the test crew spirits our speedy participants to Fontana to be put through our standard battery of tests. Vehicles that did not arrive with rock chip protection get a nearly invisible layer of paint-protection film applied to their nose and mirrors by our friends at Allegiance Aftermarket/Service Group Distribution (alltpa.com).

Twelve of the most engaging sports cars representing 10 manufacturers took part in BDC 2017. Eight teams sent at least one support staffer. McLaren, Ferrari, and Chevrolet sent four each, including at least one mechanic, a race engineer, and a test driver to provide some extra chalk talk. With automakers sending folks from as far away as Woking, England; Maranello, Italy; and Yokohama, Japan, the competitive spirit on display was heartening. Despite renting us track time at Mazda Raceway Laguna Seca, Mazda sent no support crew—just cheeky reminders to keep our priorities straight. Best practice tip for MX-5 RF testing? "Drive it like you stole it."

But it was Nissan that blew us all away, when Hiroshi Tamura and U.S. engineering rep Bruce Robinson just showed up at our roadside bivouac along State Route 198 in California's scorching Salinas Valley. Tamura-san is the chief product specialist for the R35 Nissan GT-R and the same guy who helped put together the original proposal for the GT-R prototype back in 2001. "I heard you guys were deciding Best Driver's Car, so I decided to come check it out," he said before walking us through the new technology in the GT-R NISMO. Tamura-san is a car guy's car guy, as evinced by the deep sighs of appreciation for the field of cars we had assembled and enthusiastic questions about our process. I asked him how he defines a sports car.

"Some feeling must be connecting you," he said after pausing for a moment. "The car is your body. You are the commander. This is our philosophy."

Oddly enough, that's a pretty good summary of our philosophy, as well. I hope you enjoy the issue. ■

STAND-ALONE COMPLEX Nissan GT-R chief Hiroshi Tamura explains all that puts the NISMO above the rest.

What's On Demand This Month?

SEPT. 22	**LIVE!** Lamborghini Super Trofeo North America (Mazda Raceway Laguna Seca)
	Auto Mundial, Motorsport Mundial
	BEST DRIVER'S CAR
	FIM Motocross World Championship (France)
SEPT. 23	**LIVE!** DTM Championship (Red Bull Ring)
	LIVE! FIA Formula 3 Championship (Red Bull Ring)
	LIVE! FIM Speedway World Championship (Sweden)
	LIVE! VLN Endurance Racing (Nürburgring)
SEPT. 24	**LIVE!** ADAC GT Masters (Hockenheim)
	LIVE! British GT Championship (Donington Park)
	LIVE! FIA Formula 3 Championship (Red Bull Ring)
	LIVE! Lamborghini Super Trofeo North America (Mazda Raceway Laguna Seca)
SEPT. 25	**LIVE!** European Le Mans Series (Spa)
	Mobil 1 The Grid
SEPT. 26	DIRT EVERY DAY **Ep. 69**
SEPT. 27	Goodwood Revival (Goodwood, U.K.)
	GP Confidential, Post Singapore + Preview Malaya GP
SEPT. 28	HOT ROD GARAGE **Ep. 57**
	Porsche Carrera Cup Germany (Sachsenring)
SEPT. 29	Auto Mundial, Motorsport Mundial
	ROADKILL **Ep. 70**
SEPT. 30	**LIVE!** Blancpain GT Sports Club (Catalunya, Spain)
	LIVE! Euroformula Open (Monza)
	LIVE! International GT Open (Monza)
OCT. 1	**LIVE!** Blancpain GT Series Endurance Cup (Barcelona)
	LIVE! Blancpain GT Sports Club, Catalunya (Spain)
	LIVE! Euroformula Open (Monza)
	LIVE! International GT Open (Monza)
OCT. 2	IGNITION **Ep. 184**
OCT. 3	THE HOUSE OF MUSCLE **Ep. 12**
OCT. 4	MODIFIED **Ep. 5**
OCT. 5	Ferrari Challenge Europe (Silverstone)
	FIA World Rallycross (Germany)
OCT. 6	Auto Mundial
	FIM Motocross World Championship (Great Britain Motorsport Mundial)
OCT. 7	**LIVE!** Euroformula Open (Jerez)
	LIVE! FIM Speedway World Championship (Poland)
	LIVE! Virgin Australia Supercars (Bathurst 1000)
	LIVE! VLN Endurance Racing (Nürburgring)
OCT. 8	**LIVE!** Euroformula Open (Jerez)
OCT. 9	British Touring Car Championship (Silverstone)
	ENGINE MASTERS **Ep. 27**
	GP Confidential, Post Malaya + Preview Japan GP
	Mobil 1 The Grid
OCT. 11	HEAD 2 HEAD **Ep. 95**
OCT. 12	PUT UP OR SHUT UP **Ep. 4**
OCT. 13	**LIVE!** Formula D (Irwindale, California)
	Auto Mundial, Motorsport Mundial
	Real Road Racing (Scarborough Gold Cup)
OCT. 14	**LIVE!** DTM Championship (Hockenheimring)
	LIVE! Formula D (Irwindale, California)
	LIVE! Intercontinental Challenge Series (Mazda Raceway Laguna Seca)
	LIVE! Pirelli World Challenge (Mazda Raceway Laguna Seca)
OCT. 15	**LIVE!** FIA Formula 3 Championship (Hockenheim)
	LIVE! Pirelli World Challenge (Mazda Raceway Laguna Seca)
OCT. 16	IGNITION **Ep. 185**
	Porsche Carrera Cup Germany (Hockenheim)
	Real Road Racing (Scarborough Gold Cup)
OCT. 18	GP Confidential, Post Japan + Preview USA GP
	MODIFIED **Ep. 6**
OCT. 19	Ferrari Challenge Europe (Imola)
	ROADKILL GARAGE **Ep. 23**
OCT. 20	**LIVE!** Virgin Australia Supercars (Gold Coast 600)
	Auto Mundial, Motorsport Mundial

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INTAKE P16
THIS MONTH'S HOT METAL

WE SAY P24
WORDS FROM OUR EDITORS

THEY SAY P30 INTERVIEW
MANFRED FITZGERALD SVP, GENESIS

FIRST LOOK
BMW Concept Z4

The long-awaited replacement for the BMW Z4 has stepped out of the spy photos and closer to reality with the Concept Z4, an almost production-ready preview of the upcoming sports car.

Technical details are limited, but BMW says the concept has a shorter hood and indicates the driver will sit closer to the center of the car than before, suggesting a shorter wheelbase or a relocation of the passenger cell farther forward than in the old Z4. BMW also promises short overhangs, a low ride height, and a powerful engine.

Photos Julia LaPalme

From here, we must speculate. Turbocharged four- and six-cylinder engines are all but guaranteed. Based on current powerplants, outputs from 250 to 450 hp are likely. It's possible an electrically enhanced powertrain could be offered, thanks to BMW's collaboration with Toyota on the project. An eight-speed automatic, most likely the current ZF model, or an upgraded nine-speed variant are safe bets. BMW has been eliminating manual transmissions from its lineup in the U.S., but given the car's driver focus, a six-speed manual is a possibility, as well. The concept has an automatic.

The production Z4 will share its platform and likely some key technology with the Toyota Supra. Both will be manufactured in Austria by Magna Steyr. Expect production numbers to be low.

HOLD THE LINES BMW design director Adrian van Hooydonk says the new design language is cleaner and sharper.

PRODUCTION READY? BMW's use of real displays instead of sci-fi props suggests the Concept Z4 is close to a production model.

The Z4 is also a preview of the latest direction in BMW styling. Of note are the kidney grilles, which spread wider across the front of the car and are filled with a complex mesh pattern rather than the traditional vertical slats. The tops of the grilles are also canted slightly forward, a return to the beloved "shark nose" design of classic BMW coupes. On either side, the quad headlight motif has been rearranged with the lights stacked vertically rather than side by side. At the rear, the taillight design is clearly influenced by the i8. The lights ride below an integrated trunklid spoiler and high above a carbon-fiber diffuser, which will likely be plastic on the production car.

The cockpit is oriented toward the driver and features a large, configurable digital instrument cluster. To the right, an infotainment screen sits atop a cleaner center stack and is operated by the latest iDrive rotary controller beside the gear selector. A head-up display is also equipped.

A number of elements, such as realistically sized 20-inch wheels and real mirrors instead of cameras, suggest the Concept Z4 is a thinly veiled preview of the final car. We expect the production car will be toned down for both aerodynamic and crash-protection reasons. BMW has not announced an on-sale date, but the production car could make its debut as soon as September's Frankfurt auto show, with an on-sale date possible sometime next year.

Scott Evans

YOUR SAY P32
READERS TALK BACK

FIRST LOOK

Mercedes-Maybach Vision 6 Cabriolet

Mercedes-Maybach has taken 2016's stunning Vision 6 concept car to the next logical step: a convertible.

Nearly identical above and below the surface, the Vision 6 Cabriolet is also six meters long (18.7 feet), as the name alludes, and is likewise powered by four electric motors. Combined output remains at 738 hp. Like the coupe, the Cabriolet will hit 62 mph in less than 4 seconds and has a governed top speed of 155 mph. A battery of unspecified chemistry under the floor provides a claimed range of 200 EPA miles, and the onboard fast charger is future-proofed with the ability to charge at up to 350 kilowatts, should charging stations become capable of delivering such power. At that rate, it can take on 60 miles worth of range in 5 minutes.

Cabriolet-specific features include a liberal use of rose gold, including the interior trim and thread woven into the soft top. The Cabriolet is a strict two-seater, not a 2+2, and has a voice-control system called Concierge, which you speak to conversationally.

Mercedes-Maybach has announced no plans to bring either Vision 6 to production, but parent company Mercedes-Benz does plan to produce the powertrain. Multiple concepts of the same car, though, suggest an interest in bringing the car to market. **Scott Evans**

Intake

FIRST LOOK

2018 Jaguar E-Pace

Set to compete against the likes of the BMW X1, the Jaguar E-Pace compact crossover joins the larger F-Pace and the upcoming all-electric I-Pace in the automaker's rapidly expanding lineup, but the new model has its own distinct look. Unlike the F-Pace SUV, the E-Pace has only been announced with a 2.0-liter turbocharged four-cylinder gas engine for our market. Standard models make 246 hp and 269 lb-ft of torque, but buyers can also choose a version offering 296 hp and 295 lb-ft of torque. Jaguar estimates a 0–60 time of 5.9 seconds for the more powerful model and 6.6 seconds for the standard version. All models come with a nine-speed ZF automatic and all-wheel drive.

Thanks to Active Driveline technology, the E-Pace drives all four wheels only when needed. The system can transfer almost all engine torque to either the front or rear axles in extreme conditions. Standard brake-based torque vectoring improves cornering ability, and a low-speed cruise control automatically adjusts engine and brake settings to help drivers maintain control in low-traction situations. The E-Pace offers four drive modes: Normal, Dynamic, Eco, and Rain, Ice, and Snow.

Inside the cabin, the E-Pace features a standard 10.0-inch touchscreen and very few extraneous buttons on the dash. Buyers can opt for a 12.3-inch instrument panel display and a new head-up display that projects brighter, clearer graphics onto the windshield. Other features on the roster include a 4G Wi-Fi hot spot, navigation with real-time traffic and parking info, a gesture-controlled tailgate, and up to five USB charging points.

Prices for the E-Pace start at $39,595. To receive the more powerful 296-hp engine, buyers must opt for the R-Dynamic model, which also adds a unique front bumper with deeper outboard air intakes, body-colored sills, and lower rear bumper surfaces with a gloss black rear valence. Inside, look for sport seats with heavy bolstering and leather finished in vibrant colors with contrast stitching.

Starting from $54,545, First Edition models top the range and receive special interior materials, including soft-grain Windsor leather in Ebony with red contrast stitching. Available only in the first year of sales, it shares specification with the R-Dynamic line and gets unique First Edition carpet mats and tread plates. 2018 Jaguar E-Pace models will arrive in dealerships in the beginning of 2018.

Kelly Pleskot

Mazda Announces Production Compression Ignition Engine

Mazda will introduce a new gas engine that uses compression ignition as part of its long-term tech development dubbed "Sustainable Zoom-Zoom 2030." Called Skyactiv-X, it will be the first compression-ignition gas engine to go into mass production, Mazda says.

The automaker says that it intends to prioritize efficiency improvements for the internal combustion engine because Mazda believes it will power the majority of cars for some time. Mazda will also combine its engines with electrification starting in 2019, the same year the new Skyactiv-X engine will arrive. Part of the new plan aims to reduce the company's carbon dioxide emissions in 2030 by 50 percent compared to 2010 and by 90 percent in 2050.

The engine features a proprietary combustion method that Mazda calls Spark Controlled Compression Ignition, which it says solves the two issues that originally kept it from getting commercialized: maximizing the zone where compression ignition can happen and making the transition between compression and spark ignition as seamless as possible, combining the advantages of gas and diesel engines to improve fuel economy and performance. In this way, Skyactiv-X differs from homogeneous-charge compression ignition designs that proposed eliminating spark plugs.

Mazda also announced it will roll out autonomous driving tech under the name Co-Pilot Concept starting in 2020. **Stefan Ogbac**

Born to non-conform

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The Audi Q5 represents everything we've learned from building one of the world's most progressive vehicles. So we've loaded our groundbreaking SUV with technology and features that can deliver beyond the norm. Like standard Audi smartphone interface for simple connection with compatible devices,[1] and available rear cross traffic assist[2] that can sense approaching vehicles and apply brakes when needed. Equipped with our 2.0-liter TFSI® engine that can propel you from 0 to 60 mph in just 5.9 seconds, the Q5 leaves the status quo – and the competition – in the dust.[3]

The Audi Q5 is here.

audiusa.com/Q5

[1] Always pay careful attention to the road, and do not drive while distracted. See Owner's Manual for further details, and important limitations.
[2] Driver Assistance features are not substitutes for attentive driving. See Owner's Manual for further details, and important limitations.
[3] Always obey local speed and traffic laws.
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Intake

FIRST LOOK

Rolls-Royce Phantom

The eighth-gen Rolls-Royce Phantom exudes the same sense of tradition as its predecessors but for the modern era.

Under the restyled hood, a brand-new "6-3/4-liter" V-12 with two turbochargers produces 563 hp, up from 453 produced by the previous naturally aspirated V-12. Torque is 664 lb-ft, up from 531 lb-ft. Power is routed through a ZF eight-speed automatic. Accelerating to 62 mph from a standstill takes 5.3 seconds in the short-wheelbase version and 5.4 seconds in the longer model, which weighs a whopping 5,950 pounds unladen.

Even more important, the Phantom sits on a new architecture that will eventually underpin every Rolls-Royce model. Rolls says the all-aluminum space-frame architecture is lighter and about 30 percent more rigid than the Phantom's old platform, and it can accommodate different types of propulsion and weight requirements of future models.

The new Phantom features the latest-gen air suspension, four-wheel steering, and a new control-arm front and five-link rear suspension. Rolls-Royce says the Phantom is 10 percent quieter than its predecessor while traveling at 62 mph, thanks to a new sound-absorbing headliner, silent-seal tires with a foam layer placed inside the tire to prevent tire cavity noise, and acoustic-laminated glass.

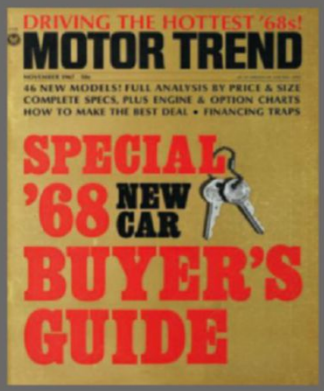
Everyone assumes the Phantom customer is the passenger rather than the driver. For the chauffeur, closing the doors requires a simple tap of a sensor on the exterior handle. For the convenience of the passenger, the front and rear doors close from inside with the push of a button.

Once inside, the first thing you'll likely notice is the new Gallery, which includes customized artwork set underneath a piece of glass that covers the full width of the dashboard. Rolls has already created examples of such art—oil paintings, a collection of porcelain roses, or even a gold-plated, 3-D-printed map of an owner's DNA. Nearby, the digital instruments are set off by round chrome surrounds.

The new Phantom continues with the tradition of offering the Starlight Headliner, and the new one is the largest ever on a Rolls. Along with the softest carpet you can likely imagine (trust us), the Phantom offers customers a choice of seat types, including lounge seats and a sleeping seat. In the rear, a center console comes complete with whiskey glasses and champagne flutes. **Kelly Pleskot**

From the *Motor Trend* Archive...

REARVIEW



50 NOV 1967
PRICE: $0.50

This issue way back in 1967 was dedicated to helping the new car shopper make good decisions. Our special New Car Buyer's Guide issue featured stories on Detroit's new 1968 intermediate, full-size, sports, luxury, compact, and prestige cars, as well as our best advice on how to get a good financing deal and select the appropriate insurance coverage.

30 NOV 1987
PRICE: $2.50

Italian stallion versus Italian stallion. Two wheels versus four. Ferrari versus Ducati. This issue was dedicated to comparing the Ferrari Mondial to the Ducati Paso. The Mondial and Paso weren"t the top-of-the-line models in their respective lineups (a modern equivalent would be the Ferrari California T versus Ducati Monster), but it still made for quite the comparo. The Ferrari won by a nose.

10 NOV 2007
PRICE: $4.99

A decade ago, we took our best guess at what the C7 Corvette would look like. We're quite happy to report we were wrong about how it would look; our prediction bears a resemblance to a Ferrari 612 Scaglietti-C6 Corvette hybrid instead of the gorgeous Stingray-inspired sheetmetal we have now.

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Intake

Genesis Reveals Product Plan Through 2021

It took Toyota's Lexus Division nearly a decade to grow its modest product lineup into one that occupied a majority of segments where luxury consumers shopped. But Genesis, the premium brand created by Hyundai Motor, is not being nearly as patient. In fact, its brash product plan could put established Japanese and German luxury marques on their heels.

According to internal company documents seen by *Motor Trend*, Genesis will have three sedans, three SUVs, a sports coupe, and a dedicated electric vehicle by the end of 2021.

The G70 compact sedan, set to be unveiled in September in South Korea, will challenge the likes of the BMW 3 Series and Mercedes C-Class and will go on sale in the U.S. in early 2018.

The GV80 midsize crossover, which was unveiled in concept form at this year's New York auto show, will arrive in early 2019. It will be quickly followed by the GV70, which will be based on the G70 platform.

Then things start getting really interesting with the return of a sporty coupe arriving alongside a redesign of the G90 flagship (after just four years on the market).

After that we will see a "crossover-utility vehicle," which will be in addition to the GV70 and GV80 but which Genesis execs say will not cannibalize sales like the BMW X6 does with the X5.

An electric vehicle, which will be on a dedicated Genesis platform, should arrive by 2021, as well.

The G80 sedan also should see re-engineering during this period, though Genesis officials declined to give a time frame. There also is the possibility of a shooting brake—envision a sporty wagon similar in style to the Mercedes CLS wagon—for the European market.

Genesis executives throw around words such as "daring" and "audacious," and this certainly applies to the brand's fearless approach to product launches. A complete product portfolio is essential to get onto luxury consumers' shopping lists as a valid and credible brand, Manfred Fitzgerald, the Genesis brand's global boss, told *Motor Trend*. There is even talk of creating high-performance versions to compete with the Mercedes-AMG or BMW M skunkworks brands.

And this is just what Genesis is confirming.

"There are a lot of white spots on the map," Fitzgerald said. "We have a lot of ideas for the future."

Mark Rechtin

MIKE CONNOR

MT CONFIDENTIAL

Rumors making the rounds at Toyota HQ in Japan suggest CEO Akio Toyoda is looking to make a major investment in a nonautomotive business, perhaps in telecoms or similar. (Toyota already has ventures with telecom giants NTT and KDDI for connected-car technology.) With autonomous vehicles and car-sharing services—both of which pose major potential threats to commodity automotive brands such as Toyota—on the horizon, the company scion thinks it might be time to pivot the family business away from cars and trucks. Other rumors suggest Toyota continues to evaluate buying Tesla outright. Tesla, valued at $39 billion, might seem overpriced, but Toyota reportedly has between $50 billion and $70 billion in cash on hand. Toyota cashed out the final tranche of its original stake in Tesla in mid-2016 and is averse to large purchases or taking on debt, which seeds that rumor with a certain amount of doubt. **Porsche bosses are considering** whether to offer the third-gen Cayenne with a diesel engine—even though dropping that engine would hurt sales. Diesel's days look numbered in Europe as more governments express concern over the health impact of particulate emissions. **Cadillac is working on a new three-row crossover** based on the front-drive C1XX architecture shared with the Chevy Traverse and Buick Enclave. But this is Plan B. Plan A called for a large crossover based on the Omega architecture, which underpins the CT6 sedan. This would have delivered the right luxury proportions and served as a global halo vehicle for the Cadillac brand, but it was reportedly killed off after the Omega platform was deemed too expensive to modify. Plan C calls for an all-new Cadillac-specific architecture to underpin a new generation of crossovers in the 2020s.

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We Say...

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Mark Rechtin
REFERENCE MARK

Of missile bases and drag races

You know you are traversing an active military installation when the walkie-talkie squawks, "Turn right at the missile."

The *Motor Trend* and Studio TEN crews are filming this year's version of the World's Greatest Drag Race here at Vandenberg Air Force Base, and we are quickly reminded of its critical role in America's arsenal.

As the Cold War heated up in the 1960s, Vandenberg's function as our premier missile testing center made it an essential military site. But as global relations simmered to détente and glasnost, Vandenberg became known less as the epicenter of West Coast intercontinental ballistic missile testing and more as the test and launch center for countless Air Force, NASA, and Department of Defense satellites. More recently it's been the launch site for Elon Musk's SpaceX team, as well.

But the original mission remains imprinted on the airmen and officers posted here, perhaps more so now as international tensions are once again percolating. Although there are no live nukes on the base, Vandenberg remains America's launch pad to ensure our missile technology is on target.

One airman frames his job description with a spin on the old Domino's Pizza slogan, "We deliver in 30 minutes or less, or the next one is free." It's a confident refrain from the military personnel who have a continual, cautious connection with a please-don't-ever-let-it-happen atomic event.

I have a personal connection to Vandenberg. My late father was a bona fide rocket scientist, his career wending through our nation's missile and satellite systems. As a boy, I recall the numerous times he was away from home for a launch at Vandenberg. I remember because seeing a rocket launch is about as cool as it gets. Of course, there's no Take Your Kid To Work Day when you are launching top-secret satellites, so I had to imagine the spectacular plumes of vapor trailing a rocket as it slipped the surly bonds of Earth.

With my dad on my mind, I follow our escorted convoy through Vandenberg's sprawling 99,000 oceanfront acres north of Santa Barbara. The *Motor Trend* crew doesn't have time for an official guided tour, and we are occasionally cautioned, "Please don't point your cameras over there," in reference to certain hush-hush sections of the base. We all had been vetted thoroughly before our arrival, and our movement and itinerary had been planned to the minute, but the amount of cooperation and latitude the base personnel gave us was astonishing for its flexibility and accommodation.

We arrive at Vandenberg's main airstrip—2.84 miles of immaculate tarmac—with our field of 12 supercars prepped for this year's edition of the World's Greatest Drag Race. The runway is inactive this Saturday, giving us the freedom to film our Motor Trend OnDemand (and YouTube) production.

Endless takes are needed to produce a seamless video, and many hands are required to help with the logistics of wrangling a dozen cars. In addition to granting us access to the base, Vandenberg's top brass had told a squad of our nation's finest servicemen and women to assist on this sparkling, breezy Saturday—a call of duty far different from their regular obligations.

Every single military man and woman present had the stern eyes, squared shoulders, and crisp bearing straight out of a recruiting poster. By proximity alone, I seemed to improve my slouchy civilian posture. But more than providing their steely presence, the base personnel helped make the production hum so briskly we finished an hour ahead of schedule.

On behalf of *Motor Trend*, I would like to recognize the men and women of Vandenberg Air Force Base for their brave service, for allowing us use of their facilities, and for their much-appreciated assistance in the production of the World's Greatest Drag Race. It never would have happened without the direction of 1st Lt. Travis Schirner, who coordinated logistics with Vandenberg and the Pentagon. Special thanks, too, goes to the base commanders who greenlit the operation: Col. Michael Hough and retired Col. J. Christopher Moss. We thank you and salute you. ■

Every single military man and woman had the stern eyes, squared shoulders, and crisp bearing straight out of a recruiting poster.

HATS OFF Active runways such as the site of WGDR 7 require airmen go without "cover" (hats).

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We Say...

Frank Markus
TECHNOLOGUE

Pick Yer Poison Recirculated CO2 or "fresh" pollution?

"You'll get it so airtight in here you won't be able to breathe!" That was the builder's retort when Mom requested he adjust the door thresholds to stop snow from blowing into our new Minnesota home. It was an absurd response regarding a four-bedroom house, but it's a legit concern in today's increasingly hermetic vehicle cabins.

Cars like our family's '69 Chevy wagon leaked air like sieves. Even if one accidentally rolled off the assembly line airtight, the climate control had no full-recirculate mode to stagnate the air. So even if Mom and eight kids were raucously singing camp songs as hard as they could, our exhalations were never going to make the air dangerous. However, today's cars do permit full recirc in order to earn off-cycle EPA credits, so cabin CO2 concentration is becoming a concern—especially in environments where extreme outdoor temperatures or pollution encourage prolonged use of the recirc mode. The comfort limit is 0.1 percent CO2 concentration. Although 1.0 percent makes most people drowsy (and has been blamed for some crash fatalities), 5.0 percent is actually toxic.

At the SAE World Congress in April, G.D. Mathur of Calsonic Kansei North America presented results showing that one person breathing at a rate of 1.65 liters/minute (an average adult's respiration rate) in a sealed cabin can surpass the comfortable CO2 level in about 25 minutes; having more breathers decreases that time proportionally. Hyundai's solution, introduced on the 2015 Genesis, is a CO2 sensor. A more common fix is to open the recirculation door every 10 or 20 minutes to admit some fresh air while still qualifying for the EPA credit.

But that raises the question: What's the quality of the air that's being admitted to disperse the CO2? It's pretty terrible if you live in many regions of China, but Tesla claims its HEPA filter system can protect against bioweapons. (After military experts scoffed, Tesla slightly walked back the claim.) Volvo also claims its Interior Air Quality System (filter and exterior sensor) provides interior air quality matching the Swedish wilderness anywhere in the world. Can these claims be true? Are we safer on the recirc or fresh/filtered setting? The first step to answering such questions is obtaining data.

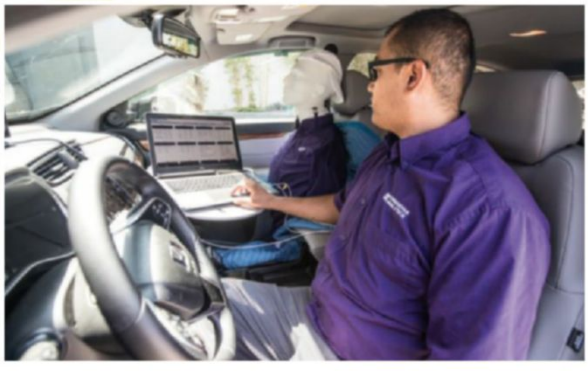
One person breathing at an average adult's respiration rate in a sealed cabin can surpass the comfortable CO2 level in about 25 minutes.

Our air-quality-monitoring partners at Emissions Analytics are doing just that by establishing an interior air-quality testing regimen. Newly acquired equipment from National Air Quality Testing Service detects ultrafine particles, carbon monoxide, carbon dioxide, volatile organic compounds (new car smell), and other gases. The team first measures baseline conditions with doors and windows open then seals the cabin and samples air at varying fan speeds with the blend-air door both open and closed (recirc mode), with the air conditioning on and off, at a standstill, and while driving in traffic. To test how quickly and thoroughly CO2 and particulates are exhausted from the cabin, known quantities of both CO2 and fine particulates are discharged in the cabin with the system in fresh-air mode.

In a few months, we'll have sufficient results to allow us to begin answering questions such as how interior air quality correlates with vehicle price, how air quality and filter efficiency vary over the life of a long-term vehicle, and how cheaper aftermarket replacement filters compare with the originals. We'll report on the effectiveness of Hyundai's CO2 sniffer and those controlling many auto-recirc systems, as well.

One result already observed: Some cabin air filters perform well at low fan speeds but poorly at high speeds. Does this effect happen more after prolonged use? Until we can tell you more definitively, don't skimp on replacing those cabin air filters, and remember to crank open a window for a bit if you start feeling drowsy with a carload of camp-song singers onboard. ■

TWIN SENSORS Emissions Analytics uses two units to measure interior air quality: one outside and another inside the cabin on Arnie, a mannequin.



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They Say...

Manfred Fitzgerald

SENIOR VICE PRESIDENT, GENESIS

If there is any question regarding the direction of the embryonic Genesis luxury channel sprouting from Hyundai, Manfred Fitzgerald is the man to answer it. As head of the brand based in Seoul, South Korea, Fitzgerald brings a laser focus to product, marketing, and communications—pretty much anything having to do with launching a new name into the hyper-competitive premium market.

An American raised in Germany as an Air Force brat, the 53-year-old Fitzgerald previously guided the unfocused Lamborghini brand into its present secure residence in the hypercar world. Now he must challenge the established European and Japanese gentry with an unproven Korean entry.

What is the rollout plan for Genesis? Right now, it's the Korean domestic market, the U.S., the Middle East, and Russia. Next will be Europe, China, and then a couple more to be determined in the next couple years.

You have not placed sales targets on your brand. What is your measure of success? Establishing a brand means getting clientele to perceive this is a valid brand, a credible brand that is relevant. There still is a lack of awareness of Genesis. If we're reduced to just another car manufacturer, we haven't hit our goal. As a premium brand, we have to live up to our promises. Every public appearance, communication, and product has to live up to our standards.

Have you learned any lessons watching premium brands such as Acura and Audi? The brand does not equal the product, and the product does not equal the brand. You can't be one or the other. Some brands have success in certain markets but failed elsewhere or aren't even represented in their home market. To be successful, we have to get our game right from the outset—the substance of who we are, what we are doing, and how we are doing it.

Interview

"To be successful, we have to get our game right from the outset—the substance of who we are."

What is the Korean vision of luxury? There is no history of luxury in South Korea. Fifty years ago, South Korea was the third- or fourth-poorest nation on earth. Fast forward to today. That's why you will never see a vintage car here because they don't value it. You drive an old car around here, and people will wonder why. Having a new car is luxury.

Does Genesis want to out-Mercedes Mercedes? If you try to follow the German attributes, you will fail because it's not credible.

You have an aggressive product plan: Three new or redesigned sedans, three SUVs, a sports coupe, a shooting brake—all by the end of 2021. And that's just for starters. Where to from there?

LUXURY Genesis unveiled the GV80 in New York.

There are a lot of white spots on the map. We have a lot of ideas for the future.

How does Genesis look at designing vehicles specifically for certain markets? There is rapid evolution happening. Tastes are changing so fast in China, for example, but they are coming to more of a global taste. The Chinese consumer is moving into desiring niche brands, which is an opportunity for us, but we have to hit the right buttons. I have no doubt someday China will be Genesis' biggest market. The rise of disposable capital there is going north.

And what about variants, such as the third crossover you have coming in 2021? Will it be something like BMW does with the X5 and X6? I don't get that. It shouldn't cannibalize. It shouldn't be a scale model of a larger one. It should cater to a different customer.

There has been some pushback in America about buying luxury Genesis vehicles within mainstream Hyundai dealerships. What is the solution? This feeds the narrative of changing customer behavior. We are seeing purchase patterns where brick and mortar doesn't matter as much anymore because customers don't have the time. But yes, there will be Genesis showrooms in the next couple years, whether it's a [Genesis] shop inside a [Hyundai] shop, a shop next to a shop, or a stand-alone dealership.

What is your feeling about luxury brands building electric vehicles? EVs are not always up to the customer but up to the legislation. It's an inhomogeneous situation.

And autonomous vehicles? It's great to be part of the mother ship when needed. There's a lot of talk that this is a must-have technology, but I think people are getting ahead of themselves. Anytime we deem it's a good fit for Genesis, we can have it. **Mark Rechtin**

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READERS' THOUGHTS ON PAST ISSUES

What happens to a dream deferred?

Reading the August letter section, I don't understand the flak you catch for publishing an issue with high-dollar exotics and other vehicles that, although I can't afford, are ones I dream about. Don't get me wrong, I like discovering the generally minute differences between the latest people movers, but sometimes there are those of us who want to escape the mundane reality of our lives for a few moments and discover the beauty and technical achievement of what's possible in the automotive industry.

SHAMUS HUGHES
VIA EMAIL

I can't believe that in a car enthusiast's magazine I saw the words "long for" and "Yugo and Chevette" in the same sentence. Perhaps the correspondent was being facetious. Maybe *Motor Trend* could roll out a sister magazine called *Daily Driver* for those who long for less expensive vehicles filling the pages. As for me, I applaud the choice of vehicles featured. I can't afford them, but they remind me of my youth, with posters of F40s, Diablos, 308s, 911s, Esprits, and Testarossas on the walls of my room. Dreams and fantasies are made of something. Mine are of gorgeously fast cars.

SCOTT IRVINE
VIA EMAIL

We shudder at the thought of letting our automotive dreams dry up, like a Yugo in the sun. And we're with you on that wall-worthy inspiration. That's why we've included one in this issue! The Civic Type R takes the daily driver that some demand we write about and turns it into a reasonably priced facsimile of the vehicles we all dream of. For more of those dream-inducing supercars, check out Best Driver's Car, starting on page 34.—Ed.

Ponies at war

There are three U.S. companies that make ponycars. Your head-to-head test excluded the Dodge Challenger, which would have dominated Chevy or Ford. With a 9.8-second quarter mile, the Challenger Demon would send Chevy and Ford drivers back to sucking baby bottles. The Hellcat is almost as fast as the Demon. Rivalry from the Big Three has always been fun.

DOUG MALTMAN
SAN DIEGO, CALIFORNIA

From Jonny: "The Hellcat is a relatively poor-handling muscle car, whereas these two are world-class sports cars. The Shelby nearly won last year's Best Driver's Car. The Hellcat has never even been invited." Would the Hellcat win in a straight line? Yes, by 0.1 second. But this comparison, like Best Driver's Car, was not the World's Greatest Drag Race (see page 84), so the Hellcat didn't make the cut.—Ed.

EV Variables

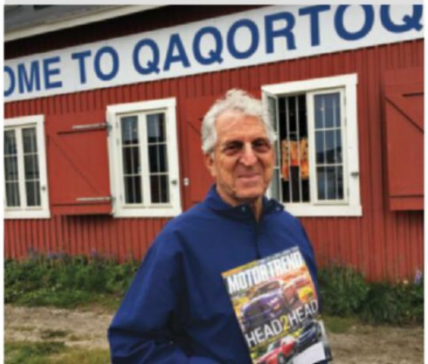
Scott Evans, when describing his experience with the Chevrolet Bolt EV ("Garage," August), throws down this gauntlet: "Show me another five-passenger vehicle that can fill its tank for $11 and go 238 miles." OK Scott, here it goes: Averaging 44.9 mpg, my 2015 Chevrolet Cruze diesel can go 253 miles on 5.64 gallons of diesel fuel. That's the number of gallons of diesel I can buy for $11 at $1.95/gallon. Gauntlet picked up, I would say!

RICHARD TWIGG
MUSKOGEE, OKLAHOMA

Many readers took on Scott's challenge. None of them, of course, lived in L.A., where fuel and energy prices are higher than in most of the country. Richard and others were technically correct—the best kind of correct—but Scott's point remains true ... adjusted for your local prices.—Ed.

READERS ON LOCATION

Longtime subscriber (more than 50 years!) ED KAZAZIAN of Rancho Mirage, California, took a cruise to Greenland and took this pic in Qaqortoq. All that time on a ship and not behind the wheel sounds tedious, but as Ed points out, "How else do you get to this very cold place?"



I read with interest about Scott's Bolt experience and how it's a bit tricky to work out the home electricity due to the tiered pricing structure. With PG&E, you can get a special rate. We have a Fiat 500e, and upon supplying the VIN, we get cheap electricity ($0.11 per kW-hr) between 11 p.m. and 7 a.m. for charging. I worked out it costs us around $25 a month to charge four times per week at about half a charge per time. In addition, I just received a $500 "Clean Fuel Rebate" check from PG&E, which pays for 20 months of charging—sweet!

GRAHAM LAMBERT
MORGAN HILL, CALIFORNIA

Scott might need to start including a "your mileage may vary" disclaimer in every paragraph. The breadth of variables is staggering in these nascent years of EV stewardship, but we hope we can provide people the tools to figure out if moving to electric makes sense for them.—Ed.

I wonder if you're going to start using the highly inflated European mileage range on all EVs. I notice the Audi-Etron and Volkswagen MEB platform ("Intake," August) both use an estimate of the Euro NEDC standard without stating it. Would be nice to be consistent or better to convert to the approximate EPA standard. For example, the Tesla S100D gets 335 miles EPA but 392 miles with NEDC for Europe. Even better, have Europe get their act together with a reasonable standard. (Yes, it's hopeless.)

FRANK VAN GILLUWE
MOUNTAIN VIEW, CALIFORNIA

Speaking of EV variables, we always aim to use EPA figures. If we cite the NEDC standard without a disclaimer, as we did in August, that's an oversight.—Ed.

Never tell us the odds

In your August review of your 2016 Outback ("Garage"), you state the value at the end of three years, with 42,000 miles on it, will be about $27,300 to $29,800. That is IMPOSSIBLE. We all know the value of a car drops 10–15 percent the moment you drive it off the dealer's lot.

LOU MARINUCCI
VIA EMAIL

We no longer break out retail and trade-in value, instead using a single three-year residual value from IntelliChoice data. For our Outback, that number is $27,000.—Ed.

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A DOZEN DEFINITIONS OF THE BEST DRIVER'S CAR ... BUT ONLY ONE WINNER

Patron saint of literary cool Joan Didion—who stalked the steamy, smoggy canyons of Los Angeles in a Daytona Yellow 1969 Corvette Stingray—once said, "Rationality, reasonableness bewilder me."

If only Didion were along for this year's Best Driver's Car competition.

There is nothing rational or reasonable about holding the keys to $1.9 million worth of the world's dreamiest sports cars, exotics, grand tourers, and supercars.

It's one thing to parse the packaging of family-friendly compact SUVs. That's our day job. Best Driver's Car is about the way a car makes you *feel*. It's about the bees in your belly as you clip an apex, the giggles induced by the slingshot launch of barely restrained acceleration, and the sense of satisfaction that comes from the melding of man and machine. Where's the cupholder for my latte in the McLaren? Can you fit anyone in that back seat of a 911? How much does that Ferrari 488 really cost? Don't know. Don't care.

DRIVES

Words Christian Seabaugh
Photographs William Walker, Robin Trajano, Jade Nelson, Darren Martin

THE CONTENDERS: ALFA ROMEO GIULIA QUADRIFOGLIO • ASTON MARTIN DB11 • CHEVROLET CAMARO ZL1 1LE CHEVROLET CORVETTE GRAND SPORT Z07 • FERRARI 488 GTB • LEXUS LC 500 • MAZDA MX-5 MIATA RF CLUB MCLAREN 570GT • MERCEDES-AMG GT R • NISSAN GT-R NISMO • PORSCHE 718 CAYMAN S • PORSCHE 911 TURBO S

Our Highway Patrol–assisted closure of California State Route 198 and subsequent invasion of Mazda Raceway Laguna Seca are the highlights of this event. But the Best Driver's Car format actually began two weeks prior at Auto Club Speedway, when our testing trio of Kim Reynolds, Chris Walton, and Erick Ayapana took their first crack at our contenders with our battery of standardized instrumented testing.

To earn the title of Best Driver's Car, a vehicle must deliver a balance of usable performance, intuitive handling, and driver-friendly design. The winner should be a vehicle with a multidimensional personality, a car that will delight and reward the enthusiast driver on any road at any time, regardless of weather and traffic conditions.

We had quite the field this year, with representation from Italy, Germany, Japan, England, and the V-8 thunder of American freedom. But as the test team crunched the test results, there was no clear leader. A storm was brewing.

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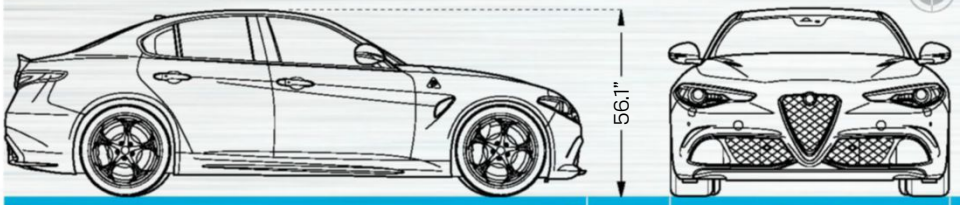
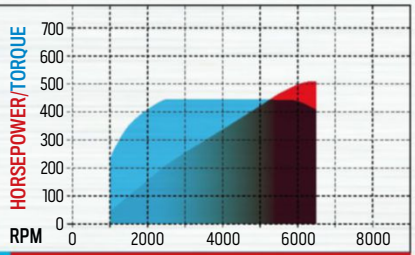
THE CONTENDERS...

2017 Alfa Romeo Giulia Quadrifoglio



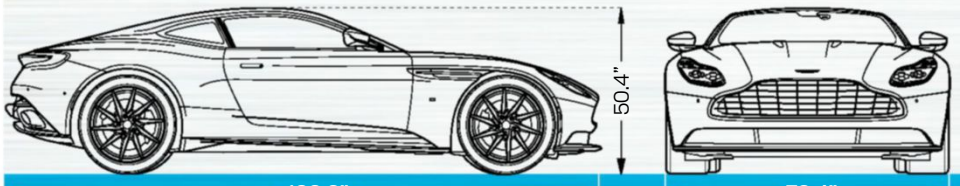


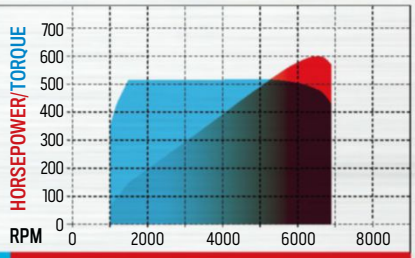
182.6" | 73.7"

0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT 24.2 SEC @ 0.84 G (AVG)
3.9 SEC	12.1 SEC @ 119.8 MPH	100 FT	POWER: 505 HP @ 6,500 RPM TORQUE: 443 LB-FT @ 2,500 RPM

Base Price $73,595 **Price As Tested** $88,245 **Vehicle Layout** Front-engine, RWD, 5-pass, 4-door sedan **Engine** 2.9L/505-hp/443-lb-ft twin-turbo DOHC 24-valve V-6 **Transmission** 8-speed automatic **Curb Weight (F/R Dist)** 3,749 lb (53/47%) **Suspension, F; R** Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.4-in vented, drilled, carbon-ceramic disc; 14.2-in vented, drilled, carbon-ceramic disc, ABS

2017 Aston Martin DB11



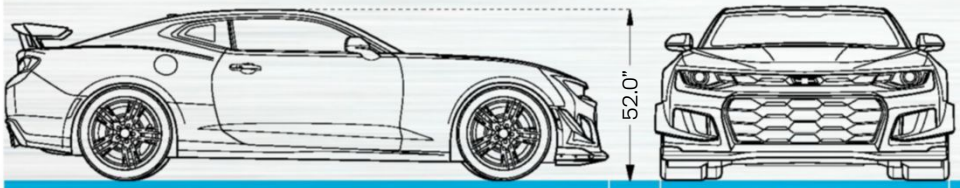


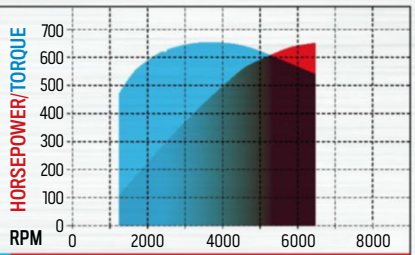
186.6" | 76.4"

0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT 23.9 SEC @ 0.84 G (AVG)
3.8 SEC	11.9 SEC @124.7 MPH	105 FT	POWER: 600 HP @ 6,500 RPM TORQUE: 516 LB-FT @ 1,500 RPM

Base Price $214,820 **Price As Tested** $225,735 **Vehicle Layout** Front-engine, RWD, 4-pass, 2-door coupe **Engine** 5.2L/600-hp/516-lb-ft twin-turbo DOHC 48-valve V-12 **Transmission** 8-speed automatic **Curb Weight (F/R Dist)** 4,194 lb (51/49%) **Suspension, F; R** Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.7-in vented, grooved, 2-pc disc; 14.2-in vented, grooved disc, ABS

2018 Chevrolet Camaro ZL1 1LE



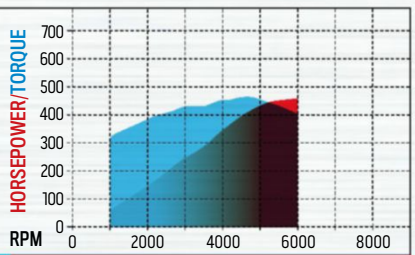


188.3" | 74.7"

0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT 23.0 SEC @ 0.93 G (AVG)
3.6 SEC	11.7 SEC @123.0 MPH	91 FT	POWER: 650 HP @ 6,400 RPM TORQUE: 650 LB-FT @ 3,600 RPM

Base Price $71,295 **Price As Tested** $73,090 **Vehicle Layout** Front-engine, RWD, 4-pass, 2-door coupe **Engine** 6.2L/650-hp/650-lb-ft supercharged OHV 16-valve V-8 **Transmission** 6-speed manual **Curb Weight (F/R Dist)** 3,837 lb (55/45%) **Suspension, F; R** Struts, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, adj anti-roll bar **Brakes, F; R** 15.4-in vented, 2-pc disc; 14.4-in vented, 2-pc disc, ABS

2017 Chevrolet Corvette Grand Sport

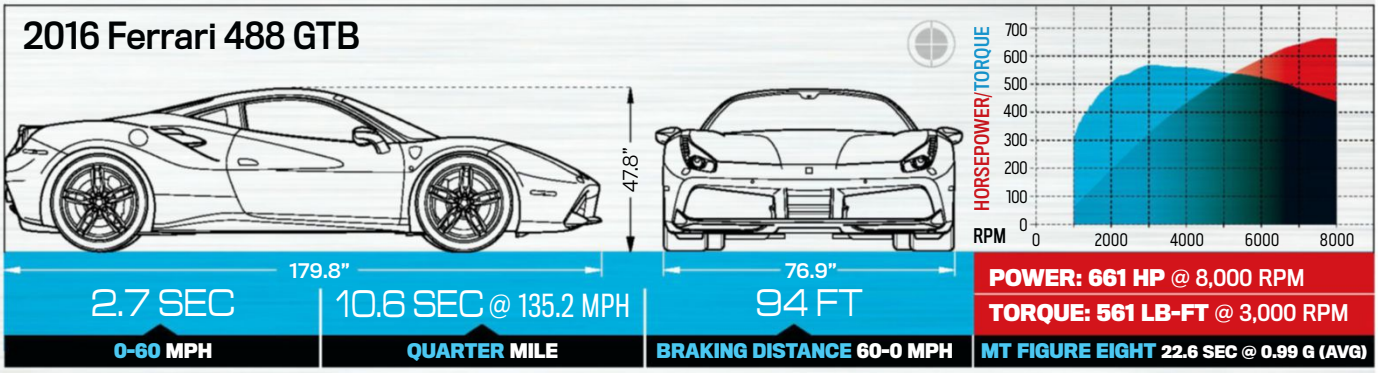


176.9" | 77.4"

0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT 22.3 SEC @ 0.96 G (AVG)
3.9 SEC	12.2 SEC @116.1 MPH	90 FT	POWER: 460 HP @ 6,000 RPM TORQUE: 465 LB-FT @ 4,600 RPM

Base Price $66,445 **Price As Tested** $85,100 **Vehicle Layout** Front-engine, RWD, 2-pass, 2-door targa **Engine** 6.2L/460-hp/465-lb-ft OHV 16-valve V-8 **Transmission** 7-speed manual **Curb Weight (F/R Dist)** 3,464 lb (50/50%) **Suspension, F; R** Control arms, transverse leaf spring, adj shocks, anti-roll bar; multilink, transverse leaf spring, adj shocks, anti-roll bar **Brakes, F; R** 15.5-in vented, drilled, carbon-ceramic disc; 15.3-in vented, drilled, carbon-ceramic disc, ABS

2016 Ferrari 488 GTB

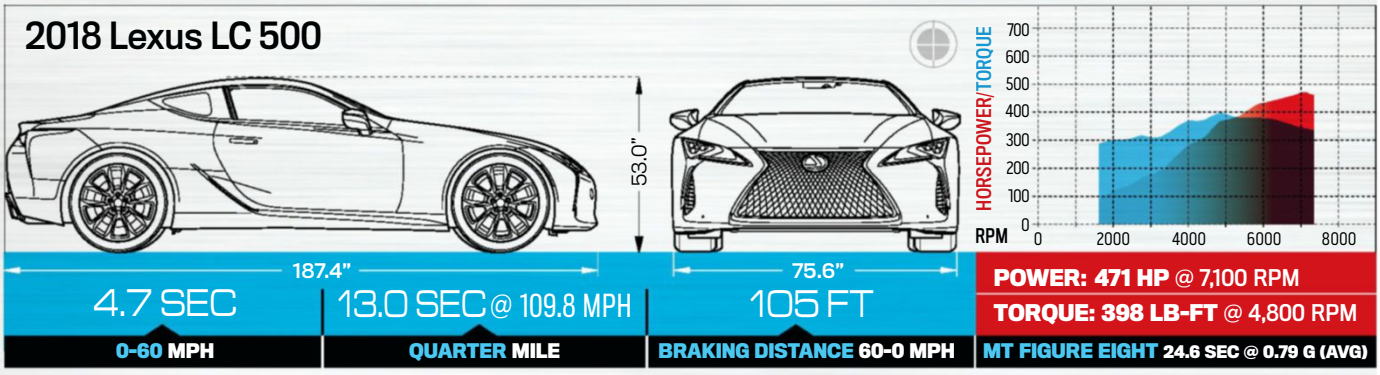


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT
2.7 SEC	10.6 SEC @ 135.2 MPH	94 FT	22.6 SEC @ 0.99 G (AVG)

POWER: 661 HP @ 8,000 RPM
TORQUE: 561 LB-FT @ 3,000 RPM

Base Price $249,150 **Price As Tested** $365,793 **Vehicle Layout** Mid-engine, RWD, 2-pass, 2-door coupe **Engine** 3.9L/661-hp/561-lb-ft twin-turbo DOHC 32-valve V-8 **Transmission** 7-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,412 lb (41/59%) **Suspension, F; R** Control arms, coil springs, adj shocks, anti-roll bar; control arms, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.7-in vented, drilled, carbon-ceramic disc; 14.2-in vented, drilled, carbon-ceramic disc, ABS

2018 Lexus LC 500

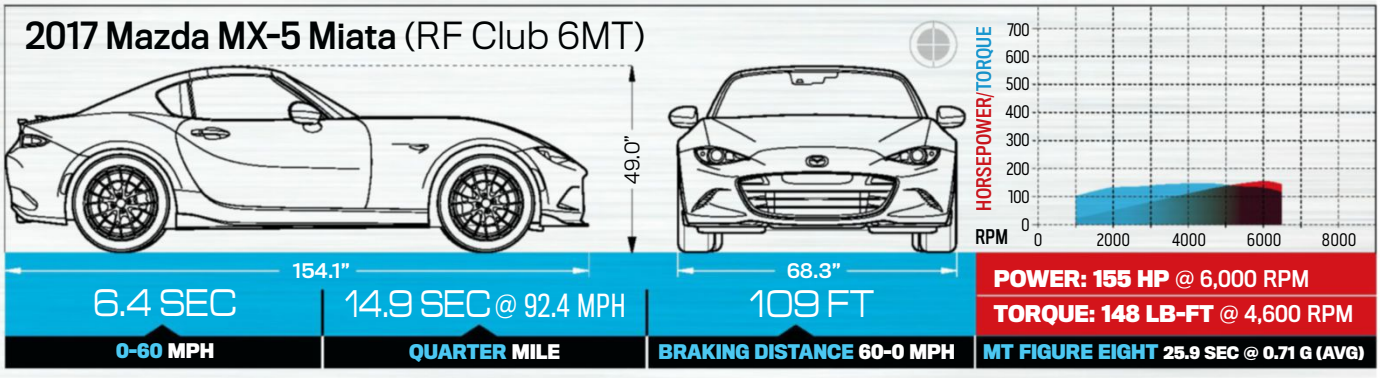


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT
4.7 SEC	13.0 SEC @ 109.8 MPH	105 FT	24.6 SEC @ 0.79 G (AVG)

POWER: 471 HP @ 7,100 RPM
TORQUE: 398 LB-FT @ 4,800 RPM

Base Price $92,995 **Price As Tested** $104,465 **Vehicle Layout** Front-engine, RWD, 4-pass, 2-door coupe **Engine** 5.0L/471-hp/398-lb-ft Atkinson-cycle DOHC 32-valve V-8 **Transmission** 10-speed automatic **Curb Weight (F/R Dist)** 4,364 lb (53/47%) **Suspension, F; R** Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.7-in vented 2-pc disc; 14.1-in vented disc, ABS

2017 Mazda MX-5 Miata (RF Club 6MT)

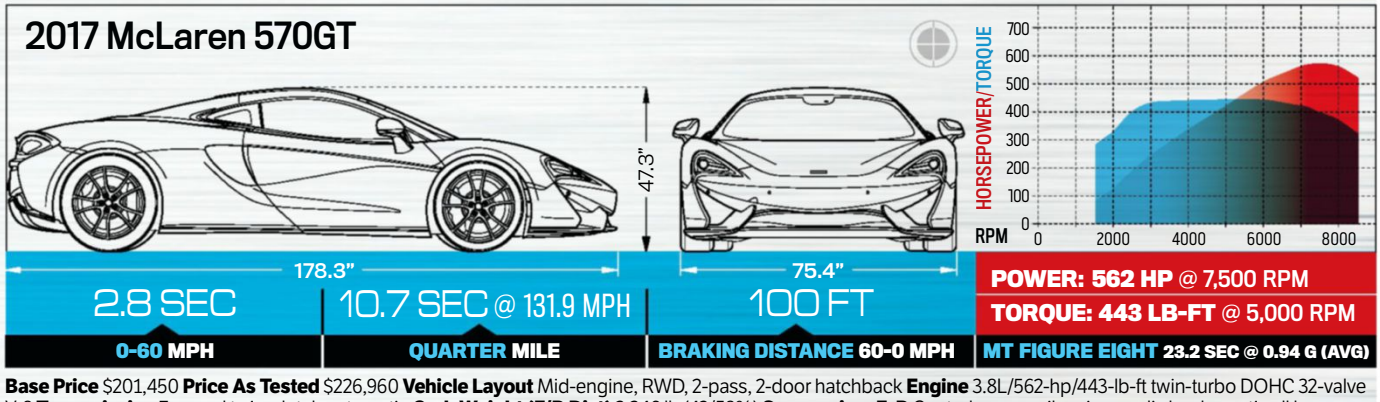


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT
6.4 SEC	14.9 SEC @ 92.4 MPH	109 FT	25.9 SEC @ 0.71 G (AVG)

POWER: 155 HP @ 6,000 RPM
TORQUE: 148 LB-FT @ 4,600 RPM

Base Price $32,430 **Price As Tested** $35,830 **Vehicle Layout** Front-engine, RWD, 2-pass, 2-door targa **Engine** 2.0L/155-hp/148-lb-ft DOHC 16-valve I-4 **Transmission** 6-speed manual **Curb Weight (F/R Dist)** 2,420 lb (50/50%) **Suspension, F; R** Control arms, coil springs, anti-roll bar; multilink, coil springs, anti-roll bar **Brakes, F; R** 11.0-in vented disc; 11.0-in disc, ABS

2017 McLaren 570GT



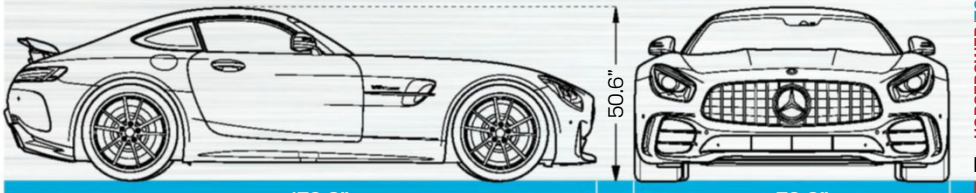
0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	MT FIGURE EIGHT
2.8 SEC	10.7 SEC @ 131.9 MPH	100 FT	23.2 SEC @ 0.94 G (AVG)

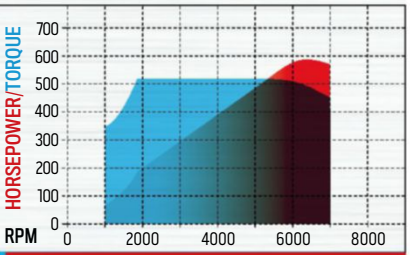
POWER: 562 HP @ 7,500 RPM
TORQUE: 443 LB-FT @ 5,000 RPM

Base Price $201,450 **Price As Tested** $226,960 **Vehicle Layout** Mid-engine, RWD, 2-pass, 2-door hatchback **Engine** 3.8L/562-hp/443-lb-ft twin-turbo DOHC 32-valve V-8 **Transmission** 7-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,346 lb (42/58%) **Suspension, F; R** Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.5-in vented, drilled, carbon-ceramic disc; 15.0-in vented, drilled, carbon-ceramic disc, ABS

THE CONTENDERS...

2018 Mercedes-AMG GT R

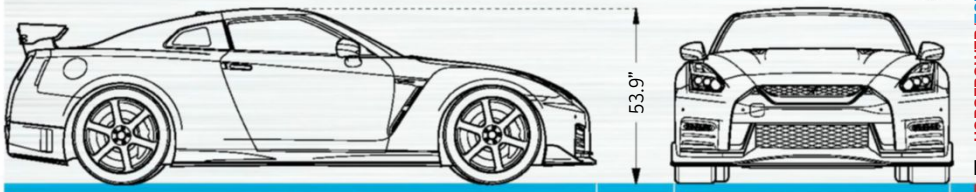


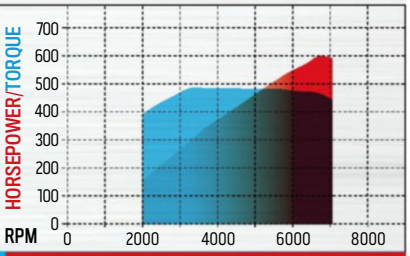


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	
3.4 SEC	11.4 SEC @ 127.6 MPH	96 FT	POWER: 577 HP @ 6,250 RPM TORQUE: 516 LB-FT @ 1,900 RPM MT FIGURE EIGHT 22.8 SEC @ 0.96 G (AVG)

Base Price $157,995 **Price As Tested** $198,445 **Vehicle Layout** Front-engine, RWD, 2-pass, 2-door hatchback **Engine** 4.0L/577-hp/516-lb-ft twin-turbo DOHC 32-valve V-8 **Transmission** 7-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,680 lb (48/52%) **Suspension, F; R** Control arms, coil springs, adj shocks, anti-roll bar; control arms, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.8-in vented, drilled, carbon-ceramic disc; 14.2-in vented, drilled, carbon-ceramic disc, ABS

2017 Nissan GT-R NISMO

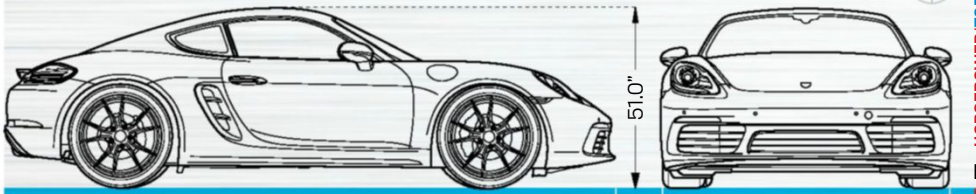


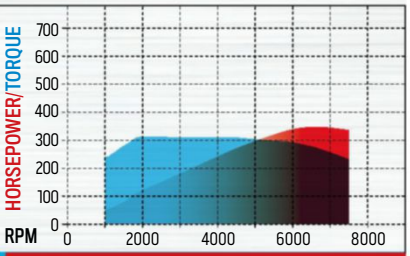


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	
2.9 SEC	11.0 SEC @ 126.8 MPH	104 FT	POWER: 600 HP @ 6,800 RPM TORQUE: 481 LB-FT @ 3,200 RPM MT FIGURE EIGHT 22.9 SEC @ 0.92 G (AVG)

Base Price $176,685 **Price As Tested** $177,685 **Vehicle Layout** Front-engine, AWD, 4-pass, 2-door coupe **Engine** 3.8L/600-hp/481-lb-ft twin-turbo DOHC 24-valve V-6 **Transmission** 6-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,904 lb (55/45%) **Suspension, F; R** Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 15.4-in vented, drilled disc; 15.0-in vented, drilled disc, ABS

2017 Porsche 718 Cayman S

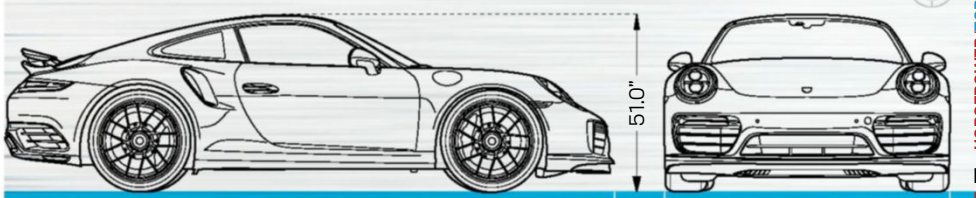


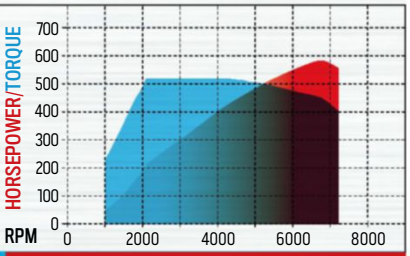


0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	
3.6 SEC	12.0 SEC @ 114.9 MPH	99 FT	POWER: 350 HP @ 6,500 RPM TORQUE: 309 LB-FT @ 1,900 RPM MT FIGURE EIGHT 23.7 SEC @ 0.89 G (AVG)

Base Price $67,350 **Price As Tested** $95,475 **Vehicle Layout** Mid-engine, RWD, 2-pass, 2-door hatchback **Engine** 2.5L/350-hp/309-lb-ft turbo DOHC 16-valve flat-4 **Transmission** 7-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,190 lb (44/56%) **Suspension, F; R** Struts, coil springs, adj shocks, anti-roll bar; struts, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 13.0-in vented, drilled disc; 11.8-in vented, drilled disc, ABS

2017 Porsche 911 Turbo S





0-60 MPH	QUARTER MILE	BRAKING DISTANCE 60-0 MPH	
2.5 SEC	10.6 SEC @ 129.6 MPH	92 FT	POWER: 580 HP @ 6,750 RPM TORQUE: 516 LB-FT @ 2,100 RPM* MT FIGURE EIGHT 22.9 SEC @ 0.95 G (AVG)

Base Price $189,150 **Price As Tested** $196,360 **Vehicle Layout** Rear-engine, AWD, 4-pass, 2-door coupe **Engine** 3.8L/580-hp/516-lb-ft* twin-turbo DOHC 24-valve flat-6 **Transmission** 7-speed twin-clutch automatic **Curb Weight (F/R Dist)** 3,557 lb (39/61%) **Suspension, F; R** Struts, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar **Brakes, F; R** 16.1-in vented, drilled, carbon-ceramic disc; 15.4-in vented, drilled, carbon-ceramic disc, ABS

*553 lb-ft w/ overboost

*306 hp @ 6500 rpm (SAE net). Civic Type R Touring Shown. ©2017 American Honda Motor Co., Inc.

READY FOR TAKEOFF For our support crew, the staging area is the best spot to watch the 198 action. Where else are you going to watch a 911 Turbo, GT-R NISMO, McLaren, and Ferrari launch at full throttle?

Highway 198 is a magical place, a two-lane roadway filled with tight switchbacks, sweeping curves, and panoramic views.

Highway 198 Revisited

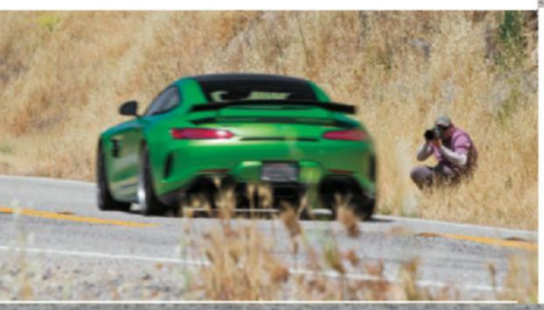
A four-hour drive along I-5's trackless wastes brings us to our hotel in King City, California. Most of the other judges had convoyed up together around noon. But with most of California tucked into bed, associate editor Scott Evans and I made great time in the Aston Martin and Corvette. We rolled into the King City Days Inn a tick past midnight.

We were the last to arrive, but our hotel clerk couldn't have been happier. It isn't every day you get to meet a YouTube hero, a certain "Mr. Lieberman," who earlier had given an impromptu car show to our host. His fan club is everywhere.

Highway 198 is a magical place, an undulating public two-lane roadway filled with tight switchbacks, sweeping curves, midcorner bumps, long straights, and panoramic views. It's a gorgeous 4.2-mile stretch of roadway that climbs about 1,000 feet, allowing *Motor Trend* judges to test each contender at its (and their own) limits. Any shortcomings

FATHER OF GODZILLA Hiroshi Tamura (right) is the chief engineer behind the current R35-generation Nissan GT-R. He graced us (and surprised Nissan HQ) with his presence over Best Driver's Car week.

DRIVER'S DOZEN We brought these beasts to a closed highway. Guess what happened next.



of either car or driver will be quickly identified on this passage. It is the mill that grinds the grist.

Just past daybreak, the ground fog still clearing, we pulled to the side of the road to set up camp, clean cars, and wait for the California Highway Patrol's black and white Ford Explorers to close the road so we could begin.

After a team meeting, we fired up all 86 cylinders and commenced our first runs up the beckoning hills—each of us starting in the familiar car we had driven from L.A.

That meant the Chevrolet Corvette Grand Sport, intimidating in looks and sound, for me.

:12 BEST DRIVER'S CAR Aston Martin DB11

Bespoke Luxury, Thunderous Power

BUISNESS UP FRONT The Aston Martin DB11 looks like it means business, but turn its stability control systems off, and it's down to clown.

The 'Vette is really a sweetheart once set up properly—Driver Mode Select in Sport and the steering wheel set to Tour. In those modes, the throttle response is linear and quick, and the suspension is dialed in to maximize the car's speed around corners. The steering is light and direct, though you need to make a conscious effort to slow yourself down because turn-in is still very quick. That doesn't mean there isn't room for improvement. "Needs 100 extra horsepower! Felt slow!" Jonny shouted after his turn behind the wheel. Also, the crowded seven-speed manual gearbox has rubbery, ropey throws and doesn't like to be rushed, and the gear ratios felt too tall for the track-oriented Grand Sport. Said executive editor Mark Rechtin: "It seems like there was a big gap between the powerbands in third and fourth gear."

Chevy used to sandbag the Camaro to avoid stepping on the Corvette's toes, but those days are gone. The Camaro ZL1 1LE is an uncaged race car. As he pulled into our makeshift pit lane, Jonny could be heard screaming, "Yeaaaah!" and clapping his hands.

You'd think power would be why the Camaro works so well, but it's actually grip that's the key to this muscle car. Those steamroller-wide, superglue-sticky

JONNY LIEBERMAN SENIOR FEATURES EDITOR

"I'm heartbroken that such a fine, high-quality automobile is coming in dead last."

:12

The first all-new Aston Martin in more than a decade and the launchpad for an all-new lineup, the DB11 carries as much weight on its shoulders as it does on its tires. The 4,194-pound luxury coupe is equal parts grand tourer and sports car, but with 600 horsepower and a former Lotus engineer in charge of handling, don't let its heft and size fool you.

Power comes from an all-new 5.2-liter twin-turbo V-12 with 516 lb-ft of torque. It's fed exclusively to the rear wheels via a rear-mounted eight-speed automatic transaxle. Together, they hurtle the DB11 to 60 mph in 3.8 seconds and through the quarter mile in 11.9 seconds at 124.7 mph.

After, Brembo brake calipers clamp big steel rotors and haul the car to a stop from 60 mph in 105 feet. Providing the grip are Bridgestone Potenza S007 tires (yes, really, a Bond reference) that use an exclusive rubber compound, and keeping them pressed to the ground are three-mode electronically adjustable Bilstein shocks. Altogether, they allow the DB11 to pull 0.98 average lateral g on a skidpad and post a 23.9-second figure-eight lap at 0.84 average g.

Scott Evans

Best Practices Aston Martin DB11

Lug torque: 110 lb-ft
Tire pressures cold, psi (f/r): 36/38
MRLS pressures hot, psi (f/r): 36/38
Acceleration settings/procedure:

- ESP off; warm up rear tires
- Chassis in GT; powertrain in Manual Sport+
- Hold down brake pedal; apply accelerator pedal for about 5 seconds
- Release brake
- **NOTE:** Automatic shifts from 1st to 2nd, but must use shift paddles for 2-3 and 3-4

Figure-eight settings/procedure: ESP in Track or Off, Chassis in Sport+, Powertrain in Sport or Sport+ with manual shifting.
MRLS settings: ESP in Track or off, Chassis in Sport+ with manual shifting
NOTE: If the surface is bumpy like Nürburgring, try Sport chassis

Goodyear tires work hand in hand with the DSSV dampers and the added aero aids to ensure that the Camaro can use each and every one of its 650 horses. "You quickly learn you can trust the tires as you unleash the power," Detroit editor Alisa Priddle said. Scott added: "There's a lot of vertical movement in the cabin, but the car never jumps sideways a foot when it hits a midcorner bump; it never moves around laterally at all."

The downside to the Camaro's grip is its ride quality—basically there is none. "I've encountered smoother paint mixers," guest judge Derek Powell said. "The bouncing was so bad that I found myself reacting to that instead of focusing on the sheer act of driving."

The nuclear-waste green Mercedes-AMG GT R provoked whoops and hollers from all of the drivers. A brutal supercar that rewards fortitude, the AMG needs to be driven flat out in order to properly enjoy it. Dig deep into the 577-hp twin-turbo V-8, and you're compensated by a violent surge of power and the soundtrack "of a small arms factory exploding behind your hips every time you come off the throttle," as Jonny put it. "Let it rip," Alisa added. "The AMG has the power to get unruly, but it holds the road incredibly well."

Although the Mercedes' nose bites

BEST DRIVER'S CAR

:11 Nissan GT-R NISMO

Nissan's Godzilla, Felled but Still Fighting

SPOILER ALERT Nissan claimed the GT-R NISMO's steering issues were the fault of a rodent that ate a wiring harness for lunch.

with ferocity—only fighting back once you approach its limits—the rear end wasn't as well behaved even at sane speeds. "There were several times when the rear would hop side to side or even produce drop-throttle oversteer or on-power oversteer," Chris said.

Unlike the Merc, it's hard to get into trouble in the Mazda Miata RF. Like any good naturally aspirated engine, the Miata is happy to rev its way to redline, growling sweetly as you stab the clutch and flick the six-speed manual into its next gear. The Miata is not fast, but it rewards a driver's skill.

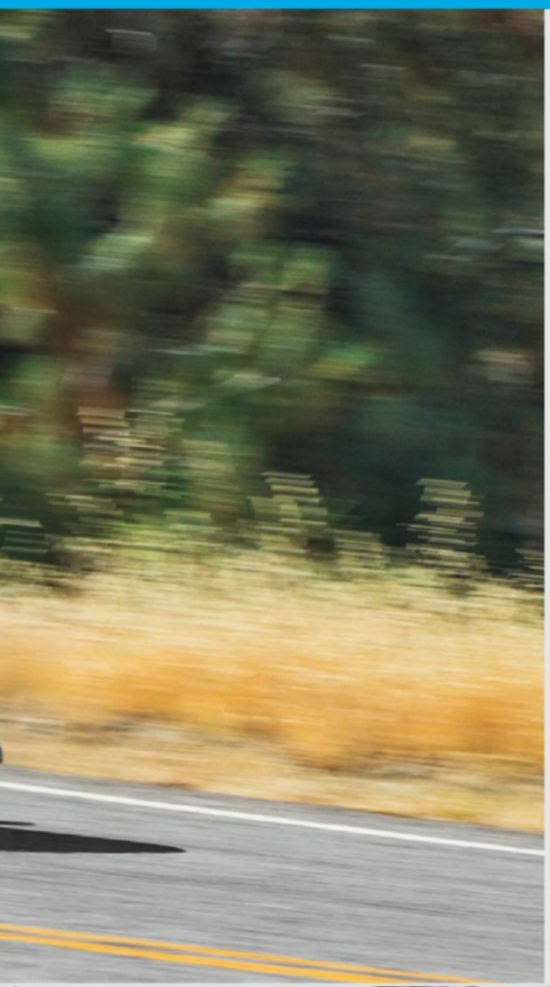
Entering corners, the Miata RF is surprisingly tail-happy. Mazda rehashed the ragtop's suspension for 2017, but the RF is unsettled. "It's always dancing on the top of its springs and edge of its tires," Scott said. With traction control on, the Mazda's electronic systems are constantly grabbing at the brakes to keep the Miata's tail in line—sapping the little power the RF has to give.

A better beginner sports car to explore one's limits might be the Porsche 718 Cayman S. "The chassis is so beautifully balanced, the handling so predictable," Derek said. "Each movement is connected directly to the brain's synapses." Scott agreed, adding: "Steering is among the best here—talkative and

DEREK POWELL GUEST JUDGE

"This feels like a video game circa 2007—that is to say a bit quaint."

:11

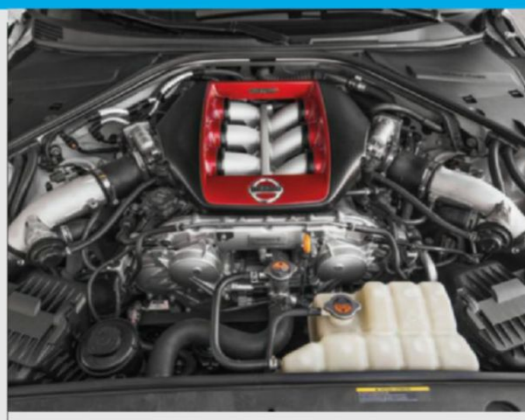


Last year, the Nissan GT-R R35 went through its biggest update in its nearly nine-year life to date. This year, the hardcore GT-R NISMO version gets the update.

As with many previous GT-R updates, it's a series of incremental improvements rather than a major redo. The showpiece is an updated interior featuring a new infotainment system with fewer buttons and better materials. Outside, the GT-R NISMO gets minor styling updates in the nose to improve cooling and aerodynamics. Underneath, the chassis is stiffened on all GT-Rs, and the NISMO gets extra adhesive in the bonded layers to tighten it up.

Unlike the standard car, the NISMO receives no changes under the hood. Its twin-turbo V-6 continues to make 600 horsepower and 481 lb-ft of torque. The six-speed dual-clutch automatic remains, as does the sophisticated all-wheel-drive system. The brakes remain steel, and the dampers still have three modes, though the suspension tuning has been adjusted to exploit the stiffer chassis and better aero.

Weighing in at 3,904 pounds, the GT-R NISMO slingshots to 60 mph in just 2.9 seconds and through the quarter mile in 11 seconds flat at 126.8 mph. Stopping from 60 mph takes 104 feet, and the tires hang on for 1.02 average lateral g on the skidpad. It needs just 22.9 seconds to lap the figure eight and does it at 0.92 average g. **SE**



Best Practices Nissan GT-R NISMO

Lug torque: 100 lb-ft
Tire pressures cold, psi (f/r): 30/29
MRLS pressures hot, psi (f/r): 30/29
Acceleration settings/procedure:

- All three switches in R mode
- Foot on brake; full throttle
- Release brake
- **NOTE:** You will have to use right paddle to upshift (1st to 2nd as tach passes 6,500 rpm—use amber light for 2-3 upshift, use red light for 3-4)

Figure-eight settings/procedure:
Transmission and dampers in R, VDC off
MRLS settings:
Transmission and dampers in R, VDC off

light, quick enough but not too much. I wish the Miata handled like this."

The 718's 350-hp mid-mounted turbo flat-four is a good match for the platform, too–even if some of our judges wish it sounded less like a garbage disposal eating a fork. Alisa silenced those critics: "There are those who miss the sound of the old throaty engine, but the trade-off for a nice, wide powerband is worth it."

There isn't much room for improvement in the 718, but the Aston Martin DB11 could use some help in the braking department. Its 600-hp V-12 is more than capable of getting its nearly 4,200 pounds of British *aluminium* going (and quickly at that), but it lacks the brakes or suspension to handle that heft on a twisty road.

The DB11 has three suspension settings, but all feel inadequate for spirited performance. Its body control was subpar, the car displaying a tendency to porpoise through corners and over bumps. "It's a wonderful GT car and is happy at high speeds, as long as the road doesn't twist too much," Scott said. Upsides: The V-12 provides epic thrust, and the steering is beautifully weighted, light, and linear—just as a British GT car should be.

As the Aston's counterpoint in the grand touring department, the Lexus

:10 BEST DRIVER'S CAR

Mazda MX-5 Miata RF Club

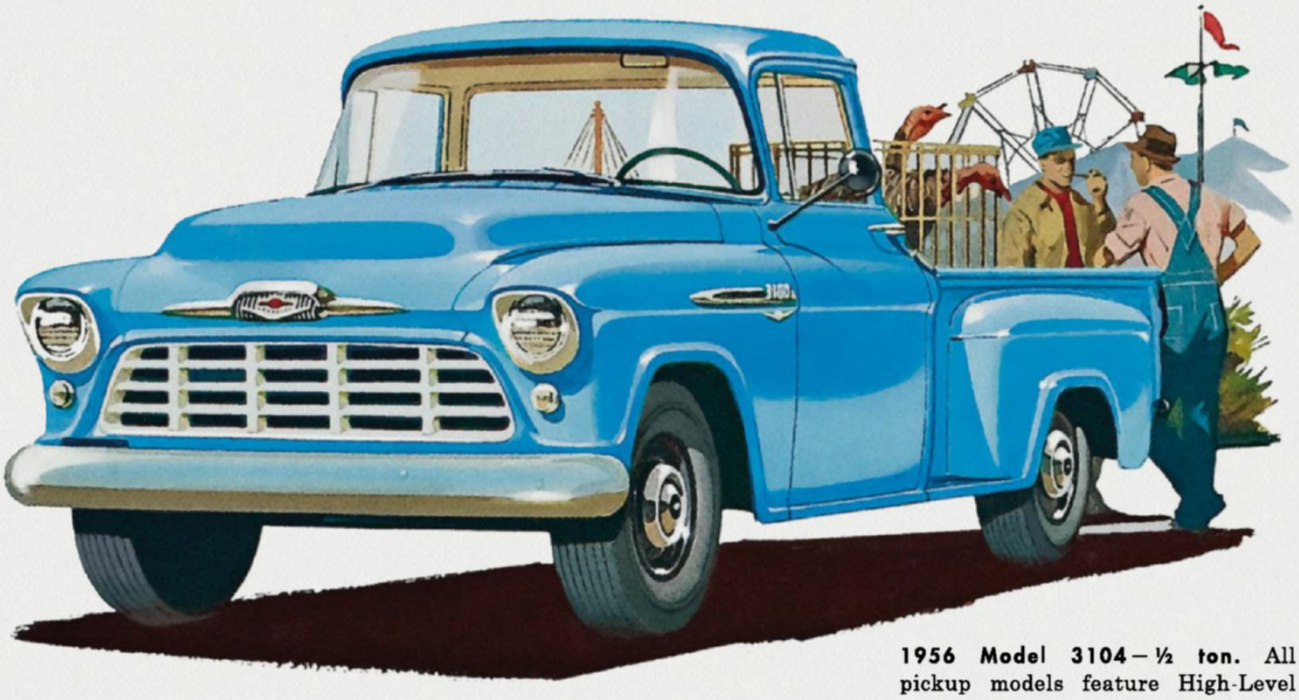
Most Fun for the Money

SEEKING COVER Thankfully, adding a complicated folding roof mechanism to the Miata hasn t ruined it s eager-to-please character.

LC 500 was a revelation, having done its homework on chassis and suspension tuning. "The fundamentals are all there," Jonny said. Scott provided further details: "Weight transfer is nicely handled, and the car sits in a turn nicely." The Lexus provides light, progressive feedback from the wheel, and its four-wheel-steering system helps make the LC feel smaller than it is.

The LC's 5.0-liter V-8 makes a good match for the 10-speed auto, though the gearbox was frustrating for its abundance of overdrive gears. "How can this car have 10 gears and never, ever be in the right one?" Chris asked. "There were at least a dozen rejected downshifts."

You'd expect the lone four-door sedan in our group to be soft, but it's clear the Alfa Romeo Giulia Quadrifoglio "is a sports car regardless of how many doors it has," Derek said. The Alfa's sportiness is baked into its chassis; it's a car that rewards smooth inputs yet begs to be driven hard. "This might be the best-handling sedan I have driven in 25 years of automotive journalism," Mark said. "And yes, that includes the W124 and E39." The 2.9-liter twin-turbo V-6 is laggy down low, but it hits you in the face with a sledgehammer once you're above 2,000 rpm. Its eight-speed auto rattles off shifts as if it were a dual-clutch transmission.



1956 Model 3104—½ ton. All pickup models feature High-Level ventilation, concealed Safety Steps.

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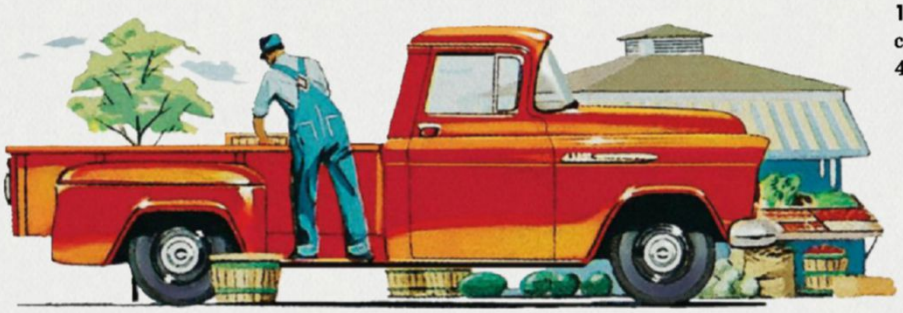
1956 Model 3204—½ ton. Notice the clean, uncluttered lines of Chevrolet's way-ahead *Work Styling!*

Anything less is an old-fashioned truck!

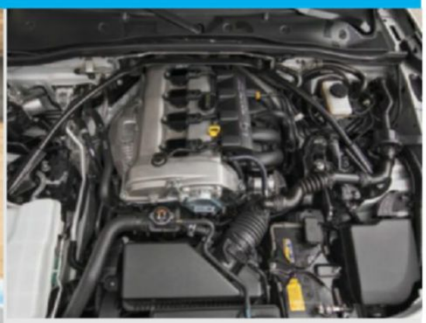


1956 Model 3804—1 ton. Extra cargo space for long, bulky loads. 4-speed transmission standard.

Chevrolet

CHRISTIAN SEABAUGH FEATURES EDITOR

"Such a tremendously joyful and rewarding car. A pure treat."



Best Practices
Mazda MX-5 Miata RF Club

Lug torque: 85 lb-ft
Tire pressures cold, psi (f/r): 29/29 psi
MRLS pressures hot, psi (f/r): ^ + heat = OK
Acceleration settings/procedure:
- Drive it like you stole it

Figure-eight settings/procedure: DSC turns off with just one press of the button; drive in a figure eight really fast.
MRLS settings: DSC off, give it to Randy

The last of the affordable roadsters, the Miata continues to deliver the best driving experience for the money. Mazda threw us a curveball this year by introducing a power-operated targa roof with dramatic flying buttresses rather than the sleek power-folding hardtop we have come to expect.

Adding about 100 pounds to the featherweight sporty car, the power roof stows in the same space as the standard cloth roof. Being light and compact, the roof doesn't add any structural stiffness to the chassis, but the added weight requires compensation elsewhere. Mazda retuned its springs, shocks, and electric power steering for the RF to account for the new roof.

Power, however, remains the same. The 2.0-liter four-cylinder is unchanged at 155 horsepower and 148 lb-ft of torque, and it drives the rear wheels through a six-speed manual. Being a Club model, it also gets a standard limited-slip differential, an under-hood shock tower brace, Bilstein shocks, Brembo brakes, and BBS wheels.

With a slightly heftier weight-to-power ratio, the Miata RF needs 6.4 seconds to hit 60 mph from a stop and 14.9 seconds to clear the quarter mile, where it will be doing 92.4 mph. Stopping from 60 mph takes 109 feet. On the skidpad, it'll pull 0.91 g average, and on the figure eight it'll put down a 25.9-second lap at 0.71 g average. But you'll be hard pressed to find a more fun car to do it in. **SE**

Like any good naturally aspirated engine, the Miata is happy to rev its way to redline.

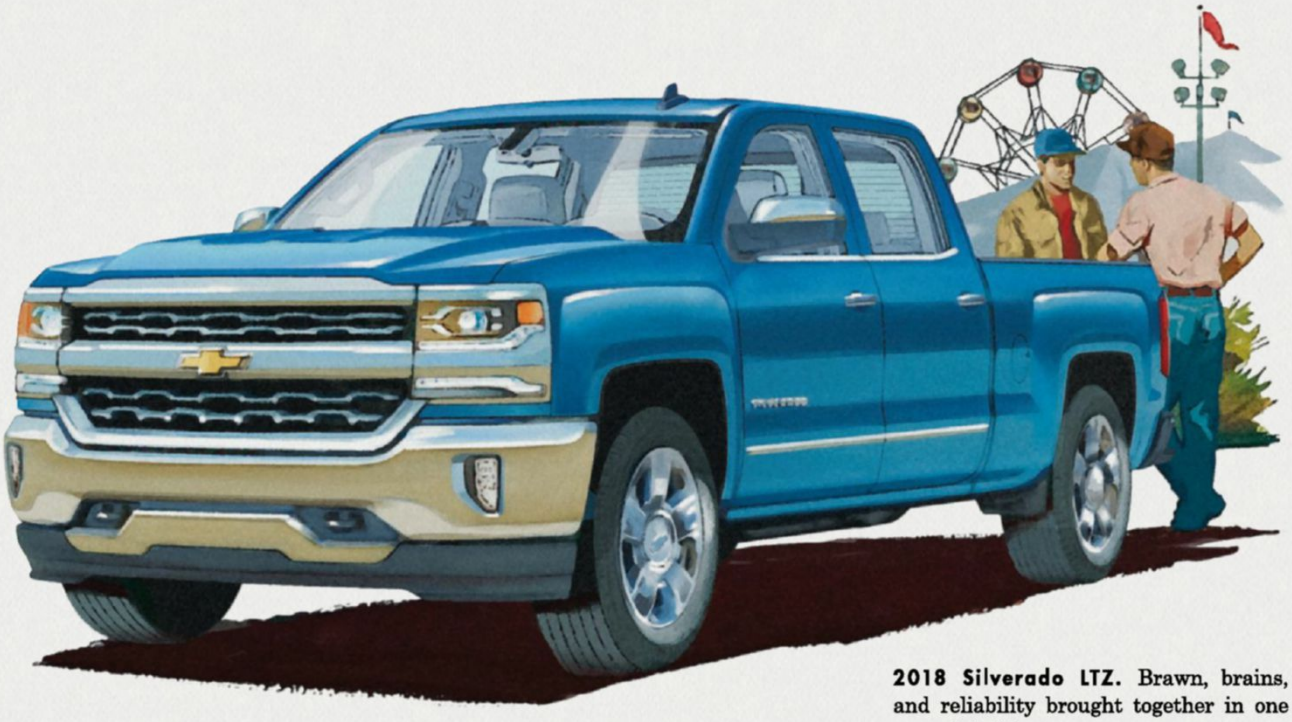
Complaints? A few. The engine, for all its power, doesn't communicate what it's doing at redline, making shifting by ear difficult. Some also found the Alfa's Italian electrics a little buggy, with inconsistent brake-by-wire feel and a seemingly overeager overheat protection mode that would impose a 5,000-rpm rev limiter on the engine and limit torque vectoring at the rear axle.

The other Italian in our group, the Ferrari 488 GTB, delivered thrills on an epiphanic level.

After piling out of the Ferrari babbling a red-mist rant, Mark calmed down enough to say, "This delivers every teenager's fantasy when they think of Ferrari."

The Ferrari 488 is one of those rare cars that makes you feel immediately at home despite its exotic appearance. The cabin is open and airy with a driver-focused interface. There are no distractions. Your hands hold a flat-bottomed, carbon-fiber and leather steering wheel, and all the needed controls are a finger's reach away.

Not only does the 488 GTB feel magical merely sitting still, but it's also glorious to drive. The Ferrari's small twin-turbocharged engine makes 661 horsepower. "It's a force of nature, like being picked up by a tornado," Scott said. The 488 also carries tenacious grip "with a flat attitude and fingertip control while cornering at speeds 10 to 15 mph faster than other vehicles—with the same if not greater confidence heading down 198 as up," editor-in-chief Ed Loh



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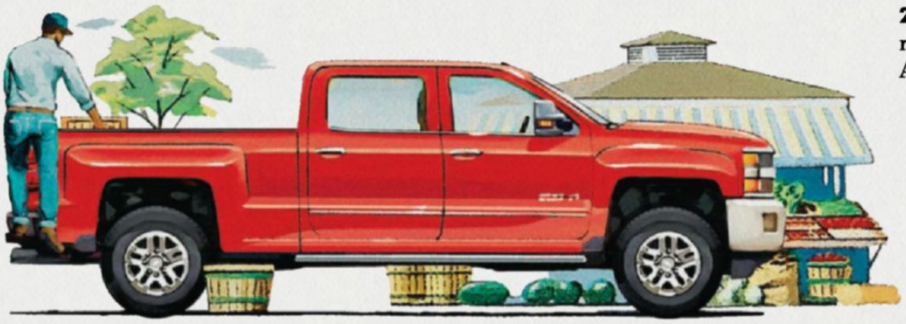

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:09 BEST DRIVER'S CAR McLaren 570GT

Softer ... but is it Better?

'90s THROWBACK McLaren calls 570GT's color Pacific Blue, but it reminded us of the turquoise blues Ford used on '90s cars such as the Probe.

said. The Achilles' heel for the Ferrari is its brakes—the carbon ceramics have a slightly wooden feel and squeak like the midnight subway to Coney Island.

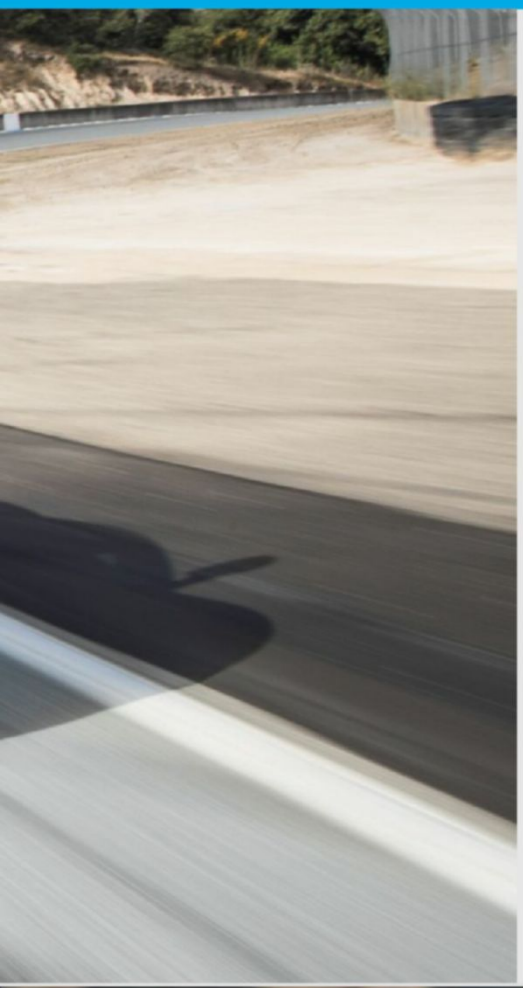
If on the emotional scale the Ferrari is an embrace from a Victoria's Secret model, the McLaren 570GT is a polite but firm handshake from gritty Bruce himself. Last year's winning 570S was a highly rewarding and technical car, but in softening the 570 for grand touring duty, McLaren seemed to scrape away some of the special sauce. "It's not what I would have expected," Chris said. "This one feels far more ass-happy and less balanced and composed." The 570GT feels stuck between sledgehammer and rubber mallet—it no longer drives like a supercar, but it's not soft enough to drive like a proper GT.

The issue is especially apparent if you've forgotten to press the "Active" button. Turn on the Active Panel, and dig into the 30-some-odd possible drivetrain configurations, and that sharpens steering and throttle response. But then the handling becomes unpredictable. "There were times when I'd exit a corner and the engine and transmission would be ready for it, and I'd rocket out onto the straight at full boost," Derek said. "Other times it felt like I caught the car unaware." When the McLaren is awake,

MARK RECHTIN EXECUTIVE EDITOR

"This is the sports car for the modern era."

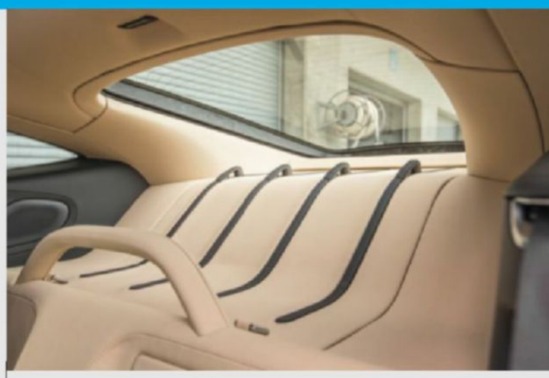
:09



The reigning Best Driver's Car champion returns to defend its title, this time in its sexier and slightly more luxurious grand touring spec. In addition to a solarium-sized sunroof and nicer leather, the 570GT softens the original's supercar suspension just enough to earn its merit badge.

Under the new rear glass and handbag storage area, the mid-mounted 3.8-liter twin-turbocharged V-8 remains. It makes 562 horsepower and 443 lb-ft of torque—though it now pulls around an extra 170 or so pounds—and it's mounted directly to a seven-speed dual-clutch automatic transmission. Short axle shafts send the power right over to the rear wheels. In that aspect, McLaren softened the springs slightly, slowed the steering ratio a tad, and changed a few calibrations while retaining the 570S' sporting character as much as possible. Our car was fitted with optional carbon-ceramic brakes, naturally.

At 3,346 pounds, the 570GT isn't heavy. It's definitely quick; 60 mph flashes across the digital instrument cluster in just 2.8 seconds, and you'll blow through the quarter mile in a blistering 10.7 seconds at 131.9 mph. Stopping the carbon-fiber screamer from 60 mph requires 100 feet, owing in part to its narrow front tires. It'll pull 1.03 g average on the skidpad and nail a 23.2-second lap on the figure eight at 0.94 average g. **SE**



Best Practices McLaren 570GT

Lug torque: 96 lb-ft
Tire pressures cold, psi (f/r): 31.9/31.9
MRLS pressures hot, psi (f/r): > 29/29
Acceleration settings/procedure:

- With both knobs set to "track" modes, press Active button
- Press "Launch Control"
- Apply 100 percent brakes, 100 percent throttle
- Wait for revs to dither at 5,000 rpm; release brake

NOTE: Upshifts will occur automatically

Figure-eight settings/procedure: ESP set to Track-Dynamic (single press of ESC button in Track mode), hot tire pressures to be 29/29; if more front bite needed, drop to 27/29

MRLS settings: Tires will need bleeding as they heat and expand, to pressures no lower than 29/29; ESP set to Track-Dynamic (single press of ESC button in Track mode); if Randy wants zero intervention we can turn the TC full-off

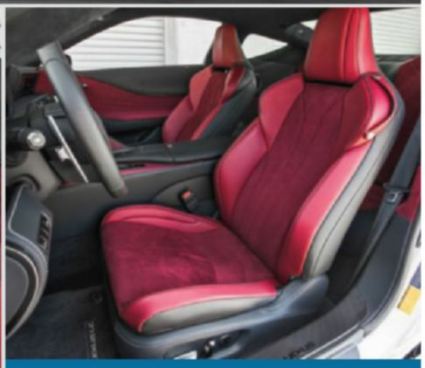
there's a hint of that 570S magic in its fingertip-light steering, supple ride, and peaky but powerful little engine, but the 570GT's inconsistency hurt its credibility.

If you want instant confidence bordering on immortality, the Porsche 911 Turbo S is your machine. Despite the PDK seven-speed dual-clutch doing the shifting, despite the torque-vectoring all-wheel-drive system constantly shuffling around the twin-turbo flat-six's 580 hp, and despite the four-wheel steering making the 911 feel smaller than it is, the Porsche makes its driver feel responsible for it all. "Right out of the box, the 911 Turbo S lets you drive as fast as you dare, brake as hard as you can, and turn as much as you wish," Derek said. "It doesn't just inspire confidence. It inspires a relationship with the driver."

Still, some, like Jonny, thought the 911 made things too easy. "This thing

:08 BEST DRIVER'S CAR Lexus LC 500

Great, Glorious Engine Notes!



STUDY SMART Lexus really did its homework on the new LC 500; it knocks all of the GT requirements out of the park.

is weaponized speed," he said. "It's maniacally capable but not the most engaging car, let alone 911, I've ever driven." Added Ed: "It is a focused tool intended for one purpose: going very fast. Really hard to find a flaw here; if I'm being really critical, it's a bit anodyne." He quickly followed with: "I take it back about it being boring."

Now eight years since it made its debut, the latest Nissan GT-R NISMO still remains very proficient at hauling ass. Defined by what should be physically impossible levels of grip, it's a car that you chuck into corners, mash the gas, and let the all-wheel-drive system sort things out. Godzilla's 3.8-liter twin-turbo V-6 is indeed a monster worthy of the name—boost hits strong, and the power keeps coming. "This engine pulls and surges effortlessly," Erick said. Ed said it was "noticeably sharper, like they ran the GT-R over a Japanese whetstone."

But some things don't change. The programming on the GT-R's six-speed dual-clutch is lacking, making manual shifting a must for performance driving. The ride is literally a sore spot. And then there's the steering—it broke. Nearly every judge had a bizarre issue after hitting a midcorner bump, where the steering wheel would go cockeyed at a 20-degree angle, yet the car would be

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JONNY LIEBERMAN SENIOR FEATURES EDITOR

"Folks, with the LC 500, we have an athlete on our hands."

Lexus has a stated mission to inject more excitement into its lineup, and adding a second rear-drive, V-8 coupe to the mix is part of the plan. The big LC 500 is a grand tourer through and through, but don't let its grandness and opulence fool you. There's a lot of serious hardware under the hood.

Power comes from the F performance brand's 5.0-liter V-8 with 471 horsepower and 398 lb-ft on tap. It's delivered to the rear tires by an all-new 10-speed automatic transmission and optional limited-slip differential. Adjustable dampers and optional rear steering work the handling angle while big calipers clamp down on steel disc brakes. They've got their work cut out for them stopping 4,364 pounds worth of car.

Work they do, pulling the LC 500 to a stop from 60 mph in 105 feet. Getting to 60 mph in the first place takes 4.7 seconds, and covering a quarter mile requires 13 seconds flat at 109.8 mph. On the skidpad, the suspension and tires do their thing to a tune of 0.93 average g, with a figure-eight lap needing 24.6 seconds at 0.79 average g. **SE**

Best Practices Lexus LC 500

Lug torque: 103.3 lb-ft
Tire pressures cold, psi (f/r): 33/33
MRLS pressures hot, psi (f/r): 43/43
Acceleration settings/procedure:

- Warm up the engine and tires until both the engine oil and cooling water temperature get stable at cruising speed (50 mph)
- Reduce intake air temperature as low as possible, so early morning or late afternoon is preferred for testing; higher-pressure environment and higher-mu road surface is preferred, and ideally the accumulative mileage is over 620 miles

Figure-eight settings/procedure: Press and hold knob (on left of steering wheel) for more than three seconds to turn TRAC and VSC off
MRLS settings: Press and hold knob (on left of steering wheel) for more than three seconds to turn TRAC and VSC off

The Lexus LC 500 was a revelation, having done its chassis and suspension homework.

TACO TALK Ed Loh chats with Nissan's Bruce Robinson and Hiroshi Tamura.

going straight down the road. Then the steering wheel would correct itself as if nothing had happened. Chris had it happen multiple times, with GT-R chief engineer Hiroshi Tamura riding shotgun. "It was an unusual electro-mechanical anomaly," Chris said. "Tamura-san was as curious about it as I was."

As *Motor Trend en Español* editor Miguel Cortina nursed the NISMO back to our makeshift Highway 198 paddock, he handed the keys to Tamura-san and the Nissan team for repairs. The question as we pointed our field north toward Mazda Raceway Laguna Seca was whether the GT-R would be fixed in time for our staff champion racer Randy Pobst's hot laps around the track.

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Back in Black: The New Face of Luxury Watches
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:07 BEST DRIVER'S CAR Chevrolet Corvette Grand Sport Z07

America's Sports Car

GRAND OL' TIME: The Chevrolet Corvette Grand Sport is the best C7 'Vette yet; if only it had better gearing, it might have finished higher.

Hot Shoes, Cool Fog

Monterey, let alone Mazda Raceway, has its own microclimate. Monterey proper was warm and clear, but the track was cool and foggy. It would be lousy for visibility but great for the turbocharged cars that Randy would run that day.

After a quick sighting lap in our long-term Honda Civic to scout the conditions, Randy, Ed, and the test team determined which six cars to run on day one.

718. Corvette. Ferrari. McLaren. Camaro. 911. The assembled teams scrambled off to start prepping the cars. Meanwhile, a local Nissan dealer was attempting to bandage Godzilla.

The Cayman was ready first. Randy hopped in, fired up the rumbly little four-pot, and set off for his hot laps. Not long after—1:40.22 to be exact—Randy pulled the ticking 718 into the pit with a huge smile on his face:

"People! Marry this car! This is not like the crazy, scary girlfriend who will give you the time of your life and then boil your rabbit in the morning. The Cayman S has such beautiful balance; it's so good that I felt like I could push it harder and harder."

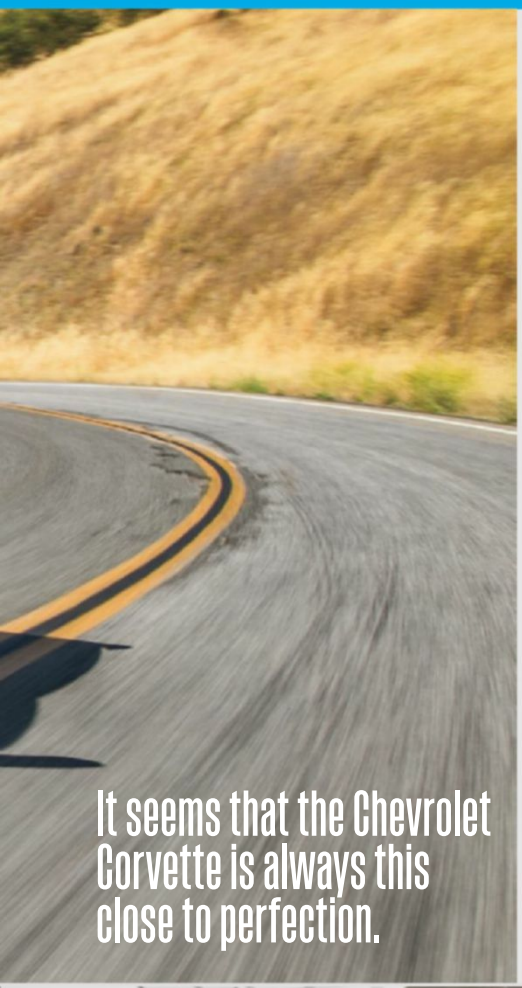
(For more detailed analysis from Randy and the team, check out MotorTrend.com/awards/best-drivers-car.)

Not long after, Randy set out in the red, white, and blue Corvette. But when

SCOTT EVANS ASSOCIATE EDITOR

"This is the best C7 Corvette you can buy, full stop."

:07



It seems that the Chevrolet Corvette is always this close to perfection.

Chevrolet calls its current midrange Corvette the Grand Sport officially for heritage reasons, but it's also probably because "Goldilocks Special" doesn't sound nearly as cool. Nevertheless, it would be an apt descriptor. This Corvette Grand Sport weds the monster Z06's handling capabilities with the Stingray Z51's usable power to create a single formidable package.

That power comes from a 6.2-liter V-8 engine with a dry-sump oiling system, and there's 460 horsepower and 465 lb-ft of torque to be had. We specced the Corvette with the seven-speed manual transmission, but the electronically controlled limited-slip differential with cooler came standard. We also ordered the Z07 package, which netted us Chevy's highest-performance suspension, magnetic shocks, carbon-ceramic brakes, and Cup tires. The performance exhaust comes standard.

With only 3,464 pounds of car to move, the Chevrolet Corvette Grand Sport does a standing quarter mile in just 12.2 seconds at 116.1 mph. On the way there, it blows past 60 mph in only 3.9 seconds. Stopping from 60 mph with those massive brakes takes a sternum-snapping 90 feet, and those sticky tires will also pull 1.18 average g on the skidpad. With stop and stick like that, a figure-eight lap takes only 22.3 seconds at 0.96 average g. **SE**

Best Practices
Chevrolet Corvette Grand Sport

Lug torque: 100 lb-ft
Tire pressures cold, psi (f/r): 30/30
MRLS pressures hot, psi (f/r): 30/30
Acceleration settings/procedure:

- Track Mode; traction off (one press of TC button)
- Perform a few rolling burn outs
- Hold rpm steady and release clutch pedal (try 3,000 initially; adjust as necessary)
- No-lift-shift upshifts at redline
- **NOTE:** Use blinking red shift lights in HUD (page 4) to optimize upshift points

Figure-eight settings/procedure:
Track mode; traction and Stabilitrak off (push and hold TC button for 5 seconds); see both TCS and ESC lamps illuminated in cluster; if desired, you can override Track steering effort via "Driving Mode" on touchscreen

MRLS settings: Start with cold tire pressures at 26-psi front/26-psi rear, same settings as above: Track mode; traction and Stabilitrak off (push and hold TC button for 5 seconds); if desired, you can override Track steering effort via "Driving Mode" on touchscreen; no need to bleed pressures down

he came back, Randy's smile had been replaced with a scowl:

"It wasn't until the second timed lap that the tires started to get some temperature, but the car still wanted to power oversteer at throttle tip in.

The front is ready to turn full blast, and the rear isn't. Or the rear is ready to accelerate, and the front's not too happy."

Going out in the Ferrari 488 GTB seemed to cheer Randy up before he was flagged for breaking Monterey's punitive noise regulations:

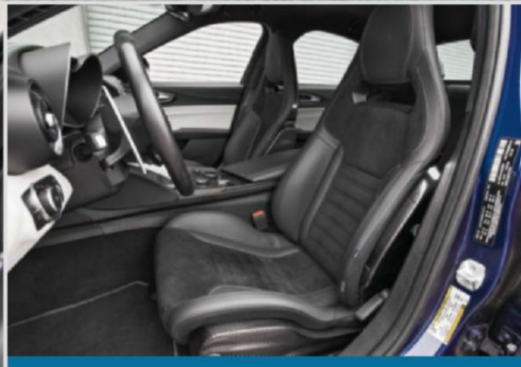
"I talked about marrying the Cayman, but this car is your mistress! This car accelerates so quickly that I needed to apex a lot later. The turbos on that Ferrari V-8 give it a big, fat torque curve. The transmission is such a beautiful match for that engine." He did caution that the brakes did not provide a solid initial bite and that pedal pressure and brake force were not in cahoots.

And like that, Randy was off in the McLaren 570GT, choosing to leave the stability control on because it felt fairly easy to break the rear end loose.

"Track mode gets into a nice place

:06 BEST DRIVER'S CAR Alfa Romeo Giulia Quadrifoglio

Four Doors, Supercar Manners



FUN FOR FIVE The Alfa Romeo Giulia Quadrifoglio is arguably the best performance four-door sedan you can buy today.

where it allows some drift," Randy said. "But it's controlling the throttle a bit for me, and it's less satisfying because I'm not the one driving. I could even feel the stability control activating significantly in Turn 1. The McLaren is fast enough that we're arriving there at over 140 mph, and the car gets light and a bit oversteery."

You'd think the Camaro ZL1 1LE that Randy lapped next would be as oversteery as the Brit, but its claws stuck into the track. "This thing handles so well," he said. "For a front-engine, rear-drive car with 650 horsepower, the traction was incredible. It put power down extremely well. Stability controls aren't necessary for the average good driver."

The same rules applied for Randy's last car of the day, the 911 Turbo S.

"I don't want to get out," he said. "This car is the one you married, *and* it's your mistress. It's the whole package. I'm so utterly blown away by its capability. It was incredibly rewarding to drive. I was driving that car hard because I could."

As we wound down for the day, the Nissan GT-R arrived—but after a quick spin, Chris and Tamura-san quickly shut it down. Not ready. Nissan PR called for an identical white GT-R NISMO to be shuttled up from L.A. the next morning. It needed to arrive before the track went cold at 5:30 p.m.

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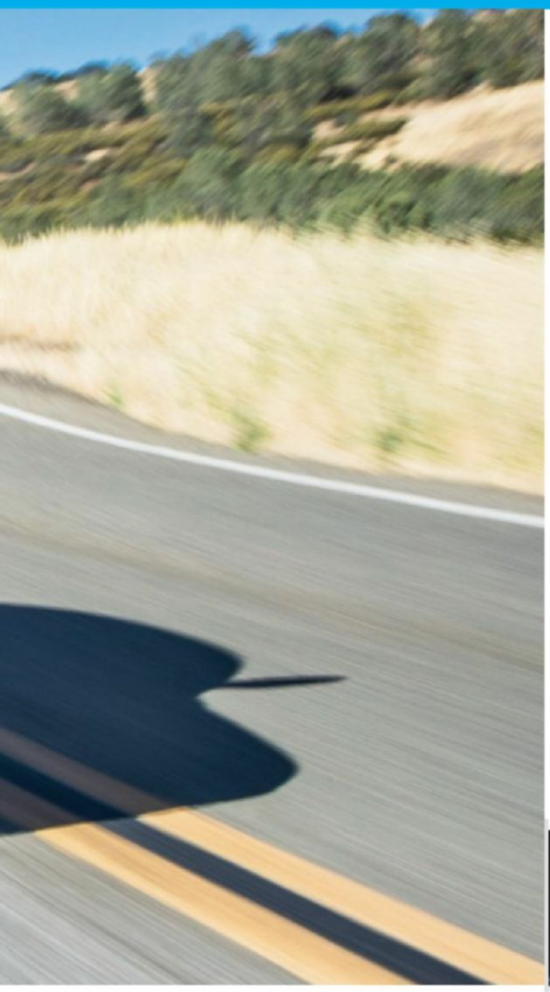
MARK RECHTIN EXECUTIVE EDITOR

"This might be the best-handling sedan I've driven."

:06



It's more than a roll-off-the-tongue mouthful. The Alfa Romeo Giulia Quadrifoglio is here to put Mercedes, BMW, Jaguar, and Cadillac on notice. The Giulia was the only sedan in this year's competition, and it never once blinked at its supercar foes.

The big gun in its arsenal: a 2.9-liter twin-turbocharged V-6 pounding out 505 horsepower and 443 lb-ft of torque. The only transmission option is an eight-speed automatic with closely spaced gear ratios backed up by an electronically controlled limited-slip differential. An auto-opening sport exhaust keeps things loud, and adjustable dampers keep the tires pressed into the pavement. Carbon-ceramic brakes are optional (we went for them), and regardless of material, the brakes are electronically actuated, not mechanically. At 3,749 pounds, the Giulia is lighter than several of the two-door cars in this test.

Between the curb weight and the powertrain, acceleration is a strong suit. Sixty mph is cleared in 3.9 seconds and the quarter mile in 12.1 seconds at 119.8 mph. The brake-by-wire system hauls it from 60 mph to 0 in 100 feet. On the skidpad it'll pull an average 0.98 g, and on the figure eight it'll do a 24.2-second lap at 0.84 average g. **SE**

Best Practices

Alfa Romeo Giulia Quadrifoglio

Lug torque: 89 lb-ft
Tire pressures cold, psi (f/r): 35/32
MRLS pressures hot, psi (f/r): 35/32
Acceleration settings/procedure:

- DNA Switch set to Race mode
- Shifter set to Auto mode
- Hold down brake pedal; apply accelerator pedal
- As you pass 2,000 rpm, release the brake pedal
- After three launches it might be necessary to make a slow lap to cool down

Figure-eight settings/procedure: DNA Switch set to Race mode; shifter set to manual mode
MRLS settings: DNA Switch set to Race mode; shifter set to manual mode; after three consecutive hot laps, slow down to cool the torque-vectoring system

It's clear the Alfa Romeo Giulia is a sports car regardless of how many doors it has.

The Final Countdown

As the clock started ticking for the NISMO on day two, we turned our attention to the remaining cars' hot laps. Or warm laps in the case of the Miata RF.

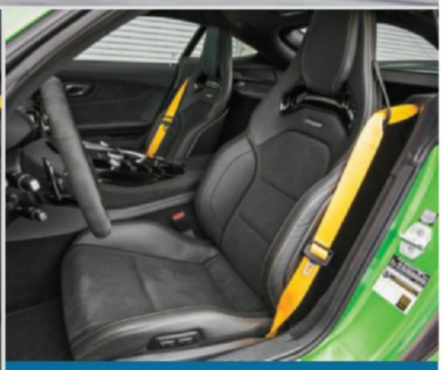
Its lap around its namesake track is not surprisingly the slowest of our 12, but it's probably one of the most fun. "The MX-5 makes every trip to the grocery store feel like a Grand Prix at 34 mph," Randy said. "I have to really slow my hands down because it leans over a lot. I like to trail-brake into a corner, and the Miata does not like that. But you can go around screaming at redline all day and not end up in jail."

By comparison, the Mercedes-AMG GT R is a go-directly-to-jail card. "This AMG really has personality in its engine," Randy said. "It's satisfying to pull all the way to redline. The fat torque curve makes it easier to drive, too, because it's more controllable." But the brakes started exhibiting signs of heat soak by the time Randy was on his final lap.

Although the Lexus LC 500 might not spring to mind as a track car, Randy found it to be a delightful experience. But he also had some caution. "When attacking the corners, the Lexus is reluctant to change direction," he said. "But once it finally comes down the apex and I go back to power, it's beautiful from then on."

:05 BEST DRIVER'S CAR Mercedes-AMG GT R

Looks Fast, Goes Faster



GREEN HELL MANGO Yes. That's the name of the AMG GT R's paint. Looks like American-German marriage of Daimler-Chrysler rubbed off after all.

Randy was pleasantly surprised with the other front-engine GT car in our group, the Aston Martin DB11: "My expectations were low. I thought it would be a boat, but I was wrong. Well behaved on the track. Surprisingly good handler. Responsive and well damped in the Sport Plus suspension setting." But the Aston's brakes were shot midway through its second hot lap.

With still no sign of our missing NISMO, Randy hit the track in the Giulia Quadrifoglio, returning with queries about cornering inconsistency: "I think there are electronic variations with the torque-vectoring differential. When I started at a quick pace, small steering changes really brought the car into the corner. Then when I go flat out, I get a lot of understeer in the middle of the corner under some circumstances but not others. I noticed the brake pedal doing something similar, too. It's a lot of fun, it's fast, it's quick handing, but I'm not a fan of variation."

The Return of Godzilla

All available cars having run, there was still no NISMO. Ed called a meeting; the manufacturers who wanted another

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ALISA PRIDDLE DETROIT EDITOR

"Just when you think you're about to get into trouble, it sticks."

:05

Best Practices
Mercedes AMG GT R

Lug torque: 132 lb-ft
Tire pressures cold, psi (f/r): 30.5/30.5
MRLS pressures hot, psi (f/r): 30.5/30.5
Acceleration settings/procedure:

- Tires warm; Select Drive, select Race (on console wheel)
- Press brake pedal
- Quickly depress throttle; engine will rev to 5,000 rpm and may be lowered incrementally with left shift-paddle down to 4,000 min
- Release brake.
- **NOTE:** You might feel the car adjusting to the wheel slip, but keep the throttle to the floor

Figure-eight settings/procedure: Select Race, press and hold ESP for a few seconds to switch it off; adjust traction-control level with yellow knob in center position (see lights around knob for level)

MRLS settings: Select Race, press/hold ESP as above; start with traction control two clicks to the left for the start—if the driver feels comfortable, defeat traction-control fully

Mercedes-AMG calls it "the Beast of the Green Hell," an overt nod to its development on the so-nicknamed Nürburgring Nordschleife. It's the hardcore variant of a previous BDC winner, and it's out for blood.

Under hood, its 4.0-liter twin-turbo V-8 has been cranked up to 577 hp and 516 lb-ft of torque. It continues to feed a rear-mounted seven-speed dual-clutch automatic transaxle but with closer-spaced gear ratios. Manually adjustable coil-over springs twist their way around electronically adjustable shock absorbers, and a rear-steering system helps get the maximum agility out of the Cup tires. Carbon-ceramic brakes stop the car, and a manually adjustable nine-stage traction-control system helps get it up to speed again after the corner.

CONTROL How much help would you like?

Get those tires to stick just right, and the 3,680-pound GT R will nail the quarter in 11.4 seconds at 127.6 mph and knock off 60 mph in 3.4 seconds. Around a skidpad, it'll return 1.12 average g, and on our figure eight, it'll average 0.96 g during a blistering 22.8-second lap. It even stops fast, needing only 96 feet from 60 mph. **SE**

The Mercedes-AMG GT R provoked whoops and hollers from all of the drivers.

lap would get one. Porsche wanted the Cayman to run again, citing the fog on day one. Ferrari wanted a run with flushed brake lines and new calipers and pads. The Corvette would run in Sport mode. And why not? The AMG GT R and McLaren 570GT could rerun, too.

But if the GT-R showed up, bonus laps would cease. The Cayman, Corvette, McLaren, and Ferrari improved their times—the Italian by nearly a full second, leading some to suspect Ferrari's mechanics did far more than change the brakes. But the AMG was actually 0.2 second slower.

With 45 minutes on the clock, our replacement NISMO rolled into the paddock.

The garage buzzed around the NISMO. The test team hooked up our data-logging gear, replaced wheels and tires, torqued

BOOST Nissan tunes the GT-R for 93 octane, necessitating a bottle of octane boost per tank.

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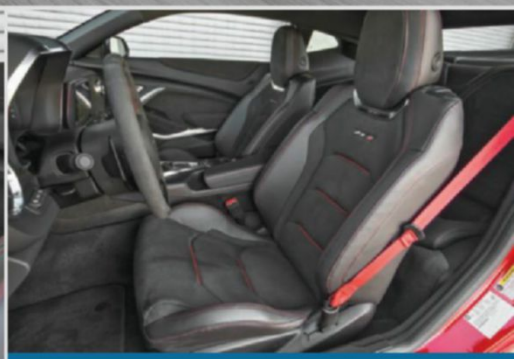
:04 BEST DRIVER'S CAR Chevrolet Camaro ZL1 1LE

True Sounds of Freedom



ROCK SLINGER Throughout BDC, the Camaro ZL1 1LE's super-sticky tires threw enough rocks to break the windshields of four cars.

lug nuts, and checked pressures. Video mounted and prepped cameras. Sound strapped down microphones. Everyone else stayed the hell out of the way. Some Formula 1 pit crews aren't this in sync.

At 5:15, Randy hopped in the GT-R and blazed a 1:35.01 lap. "The GT-R has been around for a long time," he said. "It has gotten better and better, and the NISMO is the best version, but after it brakes pretty well once or twice, it starts getting hot. And when you first tip into this thing, it gives you full power and throws the car completely off balance. All-wheel drive or not, it suddenly makes the car run wide."

It was 5:30 on the dot. Time to hash out the winner.

Final Tally

When you have such a closely contested field, it is almost harder to pick the last-place car than the winner. Someone has to come last even if we really truly love our cellar dweller. And love, love we do, the 12th-place Aston Martin DB11. The DB11 is a great car to drive, but it's not a good driver's car. It's a little too heavy, a little soft. There's still plenty to like, though. "It's beautiful inside and

ERICK AYAPANA ASSOCIATE ROAD TEST EDITOR

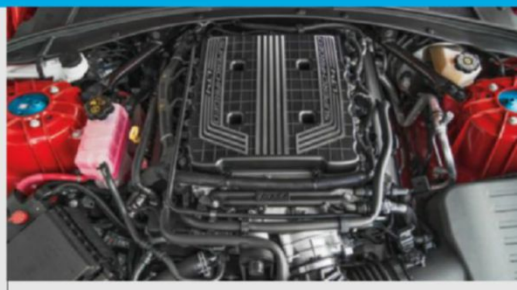
"Simply tremendous ... the grip, the brakes, the power."

:04

We've all heard about the bad old days at GM when no car was allowed to challenge the Corvette's performance supremacy. Those days are long dead. Team Camaro has applied its 1LE handling philosophy to the monstrously powerful ZL1, and the resulting monster is the most track-capable road car GM has ever sold.

Up front, the standard Camaro ZL1's 6.2-liter supercharged V-8 still makes 650 horsepower and 650 lb-ft of torque because frankly it didn't need to make more. Being an enthusiast's car, a six-speed manual is the only transmission on offer. An electronically controlled differential rounds out the powertrain. Out at the corners, magnetic shocks are replaced with Multimatic spool-valve shocks, and like the rest of the suspension, they're hard-mounted with metal bushings, not rubber. The ride height, front camber, and rear anti-roll bar are all manually adjustable. A bigger grille improves cooling, and dive planes on the front corners and a massive rear wing provide downforce across the car. Equally massive carbon-ceramic brakes do the stopping.

Put it all together, nail the launch, and you'll see 60 mph in 3.6 seconds and an 11.7-second quarter mile at 123 mph flat. Going the other way, the 3,837-pound ZL1 1LE will stop from 60 mph in a scant 91 feet. Put it on a skidpad, and it'll pull 1.11 average g. Fling it at the figure eight, and you'll get a 23.0-second lap at 0.93 average g. **SE**



Best Practices Chevrolet Camaro ZL1 1LE

Lug torque: 140 lb-ft
Tire pressures cold, psi (f/r): 32/32
MRLS pressures hot, psi (f/r): 34/34
Acceleration settings/procedure:

- Track Mode; traction off (one press of TC button)
- Perform a few rolling burn outs
- Hold rpm steady and release clutch pedal (try 3,000 initially; adjust as necessary)
- No-lift-shift upshifts at redline
- **NOTE:** Use blinking red shift lights in HUD (page 4) to optimize upshift points

Figure-eight settings/procedure: Track mode; traction and Stabilitrak off (push and hold TC button for 5 seconds); if desired, you can override Track steering effort via "Driving Mode" on touchscreen

MRLS settings: Start with cold tire pressures at 28-psi front/26-psi rear; same settings as above: Track mode; traction and Stabilitrak off (push and hold TC button for 5 seconds); if desired, you can override Track steering effort via "Driving Mode" on touch-screen; bleed tire pressures to maintain 34/34 psi hot

SLICK SHIFTS The Camaro's manual gearbox is the most rewarding here.

You'd think power would be why the Camaro works so well, but it's actually grip that's the key.

out," Miguel said. It has a killer engine, too. Derek described the sound of the starter as "God Himself wound a pull cord around the flywheel and gave it a wondrous yank."

Coming in 11th place is a car that was minutes away from earning a DNF: the Nissan GT-R NISMO. Mechanical issues aside, the Nissan's 11th-place finish is a testament to how competitive this year's field was. Yeah, it's a bit heavy and a bit vague through corners, and it isn't as fast as some of the new kids on the block. "It's impressive that there are still improvements to be made," Ed said. Godzilla might be old, but he sure as hell can still breathe fire.

Tenth place goes to the Mazda MX-5 Miata RF Club. Miatas are the go-to for entry-level racers, and that ain't just because of its price point—it's because it is an exceptionally well-composed sports car with approachable, unintimidating limits. But although the Miata ragtop finished in third a few years back, the package isn't improved by adding 125 pounds worth of complicated hardtop,

:03 BEST DRIVER'S CAR Porsche 911 Turbo S

The Master, Ever Faster

MARCHING FORWARD Ferry Porsche would hardly recognize the feats the 911 is capable of more than 50 years after the first.

which doesn't accommodate a helmeted driver. Also, Mazda's suspension tweaks fell out of favor of our judges.

Oh how the mighty have fallen. After winning it all with the 570S last year, McLaren comes in ninth place this year. The 570GT is unsure of its place on the road. There are moments of brilliance in the delicacy of its steering, its surgical precision, and its tremendous brake feel, but the 570GT never gives you the confidence to go for more. "Somehow the magic of the 570S didn't translate into the 570GT," Chris said. "It's a brilliant car, but it's no winner."

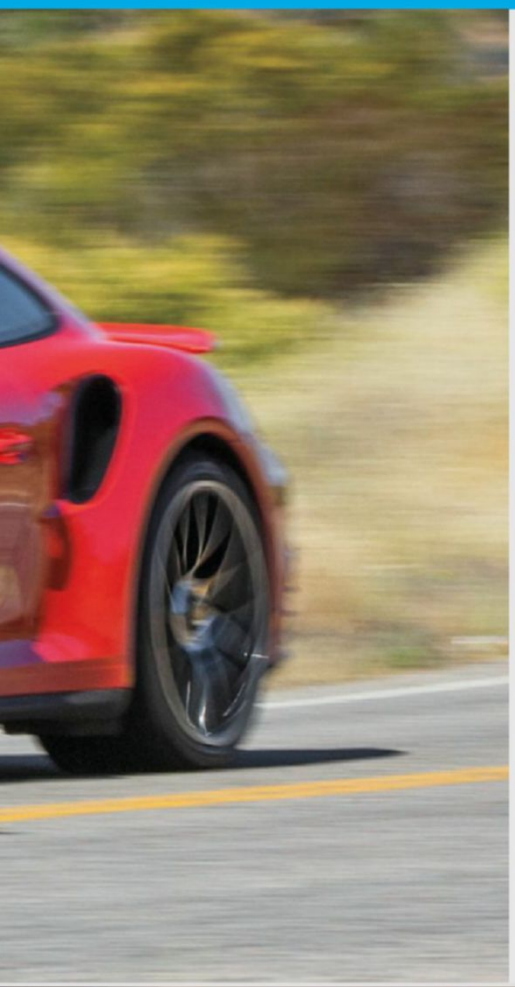
Jonny had argued against bringing the Lexus LC 500 because it's so big and heavy. But chastened, following its respectable eighth-place finish, he said: "Folks, we have an athlete on our hands." We were all impressed with the Lexus' sonorous V-8, quick-shifting automatic, and crisp steering feel—even if the LC was too eager to default to understeer at its limit. "Tighten this thing up, cut some weight, add some power, and you've got a really good GT car here," Scott said.

It seems that the Chevrolet Corvette is always this close to perfection, and that remains the folly of the seventh-place Corvette Grand Sport Z07. First the good: Its 6.2-liter V-8 is fantastic. It's got a big, meaty powerband, and although it

ED LOH EDITOR-IN-CHIEF

"We are one. The man-machine singularity has occurred."

03



Long the performance flagship of the Porsche 911 line, the Turbo S adds a healthy dose of crazy. Rather than mess with success, this 991.2 iteration tackles the only criticism of the previous Turbo S: It wasn't wild enough. Some will feel even this version is too sterile; they're nuts. Porsche fitted two new variable-geometry turbos to the 3.8-liter flat-six engine, which now conjures 580 hp and 516 lb-ft of torque—or 553 lb-ft in temporary overboost. An anti-lag system keeps the throttle open but cuts the fuel during shifts to keep air flowing. Porsche's PDK dual-clutch automatic transaxle remains, as do the all-wheel-drive system, electronically adjustable shock absorbers, carbon-ceramic brakes, front splitter, and rear wing. A new Sport Response button gives you 20 seconds of on-demand sharper throttle response, and a new rear-wheel steering system sharpens the handling.

The result is the hardest-launching car we've ever tested, at 1.26 g of horizontal force. Tesla? Nope. Demon? Nuh-uh. From a stop, this 911 will dust a Bugatti Veyron to 60 mph—just 2.5 seconds. The quarter mile flashes past in a stunning 10.6 seconds, at which point you'll be traveling at 129.6 mph and pulling hard. It pulls hard in corners, too, registering 1.05 average g on the skidpad and 0.95 average g during a brief 22.9-second figure-eight lap. Stopping the 3,557-pound missile from 60 mph takes only 92 feet. **SE**

Best Practices Porsche 911 Turbo S

Lug torque: 443 lb-ft
Tire pressures cold, psi (f/r): 32/36
MRLS pressures hot, psi (f/r): 32/36
Acceleration settings/procedure:

- Make sure rear tires are properly warm
- PSM off (hold button for at least 3 sec)
- Drive mode switch on steering wheel set to Sport Plus
- Left foot brake, right foot floored
- When revs build up to about 5,600 rpm, release brake

Figure-eight settings/procedure: Drive mode switch on steering wheel set to Sport Plus; PDCC Sport; drop tire pressures to 32/36 when hot; pressure difference between front and rear tires should not exceed 3 to 4 psi

MRLS settings: Drive mode switch on steering wheel set to Sport Plus, PDCC Sport, PSM per Randy's preference; drop tire pressures to maintain 32/36; pressure difference between front and rear tires should not exceed 3 to 4 psi during lapping; if needed, come in for another pressure adjustment, especially if rear tires heat up/increase in pressure proportionately more than the front tires

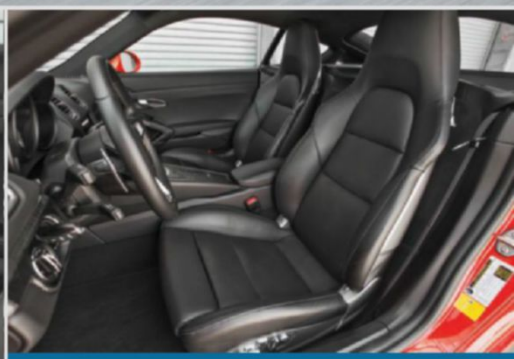
could probably benefit from an extra 100 horsepower, it's tremendously rewarding to drive. The Corvette's biggest issue is its transmission—its gearbox doesn't like to be rushed, and its gear ratios are ultimately too tall and too widely spaced for performance driving.

Sixth place goes to the Alfa Romeo Giulia Quadrifoglio. The Alfa is high strung, but that's part of the fun—the engine is laggy down low and peaky up high, and the steering is so quick off-center that you're liable to drive off the road if you so much as sneeze. "LOL-fast steering, short gearing mixed with a turbo-tickled powertrain," Ed said.

This is where things get real close; any of our top five could have justifiably won the whole shebang. Finishing a few points shy of fourth place, the Mercedes-AMG GT R is a helluva car. "The harder you drive this thing, the better it gets," Erick said. But it needs to be driven at ten-tenths to get the most enjoyment out of it. Wring it out for all it's worth, and it rewards you with endless grip and lightning-quick shifts. But it isn't as gratifying at five-tenths as it is flat-out.

:02 BEST DRIVER'S CAR Porsche 718 Cayman S

The Perfect First Sports Car



LUCKY ACCIDENT The Porsche 718 Cayman S was a last-minute add to the BDC field, a fortuitous occurrence that led to a second-place result.

The Chevrolet Camaro ZL1 1LE's fourth-place finish was a contentious one. We could agree on power and grip. The fact that all 650 of the Camaro's horsepower is usable without instantly vaporizing the rear rubber is an engineering feat. But some of us maintained that a car couldn't win Best Driver's Car if you didn't want to drive it every day. "I've probably lost all my fillings, and my kidneys are bruised," Derek lamented, to which Jonny retorted: "Some judges thought the ride was too harsh on their way to Pilates class, but who cares? Finishing fourth is a failure of democracy."

One vote is all that separates our second- and third-place finishers. One. Earning the bronze is the technological tour de force that is the 911 Turbo S. It never seems to run out of grip, power, or brakes. "The 911 Turbo S is so amazingly competent on every level—without having any visible compromises—that it's easy to forget how high its limits are," Derek said. "Some might be tempted to punish the Porsche for its unflappable

RANDY POBST PROFESSIONAL RACER

"This car is so fun to be around and shows you a good time."

:02

The Porsche 718's chassis is so beautifully balanced, the handling so predictable.

As the Porsche 911 roars deeper into supercar territory, the 718 Cayman S assumes the mantle of a pure sports car. The latest iteration is a midcycle update so big Porsche gave it a new generational designation.

The major change: a turbo flat-four replaces the flat-six Caymans have had since birth. Displacing just 2.5 liters, it pumps out a flat-six-beating 350 hp and 309 lb-ft of torque. Both manual and automatic transmissions are available; we went with the PDK dual-clutch automatic. With it comes a Sport Response button, which unleashes 20 seconds of sharper throttle response. Lift, and the throttle stays open with the fuel off to keep the turbo spinning. In addition to new chassis tuning, the rear suspension is wider, and the steering rack has been lifted from the 911 Turbo.

The Cayman's boosted four is more than enough to get 3,190 pounds hustling. Zero to 60 mph happens in 3.6 seconds, and the quarter mile passes in 12 seconds flat at 114.9 mph. Braking from 60 mph requires only 99 feet. It'll rip off a 23.7-second figure-eight lap at 0.89 average g and pulls 1.01 average g on the skidpad. **SE**

Best Practices
Porsche 718 Cayman S

Lug torque: 118 lb-ft
Tire pressures cold, psi (f/r): 30/30
MRLS pressures hot, psi (f/r): 30/32
Acceleration settings/procedure:

- Make sure rear tires are properly warm
- PSM off (hold button for at least 3 sec)
- Drive mode switch on steering wheel set to Sport Plus
- Left foot brake, Right foot floored
- When revs build up to about 6,200 rpm, release brake

Figure-eight settings/procedure: Drive mode switch on steering wheel set to Sport Plus, PASM in Sport or off (your preference); drop tire pressures to maintain 30/32 (hot)
MRLS settings: Drive mode switch on steering wheel set to Sport Plus, PASM in Sport or off (your preference); drop tire pressures to maintain 30/32 (hot)

greatness. Big mistake."

Life's funny. The Porsche 718 Cayman S wasn't supposed to be here. We didn't invite it until a last-second dropout had us scrambling to fill a hole in our lineup. Now the 718 Cayman S is tootling away with a silver medal. "There is something really spirited and sweet about this car," Alisa said. "It's so well balanced and smooth, so seamless in its power delivery and responsive to the slightest steering input." Mark agreed: "It's an exacting corner-carving machine that entices you to push your limits even more." Erick, who did his best to hog the Cayman most of the week, called it "lovely," adding that it "felt impossible to do wrong in this car." Simply put, the 718 is a phenom.

Deus ex Machina

You'd think a mid-engine supercar would be a one-trick pony, but our 2017 Best Driver's Car proves that wrong. First place goes to the Ferrari 488 GTB. This Ferrari makes you your best self behind the wheel. It grabs your attention, it focuses you, and it helps you improve. The 488 GTB lets you know when you screw up and pushes and prods you to do better next time around.

The Ferrari 488 GTB's powertrain is an endless assault on your senses, with wave after wave of devastating power.

:01 BEST DRIVER'S CAR
Ferrari 488 GTB

What's Behind You Doesn't Matter

The engine pulls all the way to 8,000 rpm and then, *bam*, the seven-speed gearbox upshifts, and the engine digs deep for more. The powertrain is happy lugging around, too.

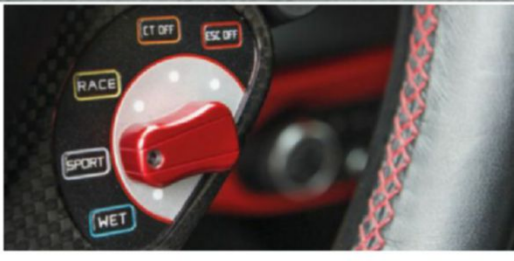
"This car is amazing even loafing along I-5," Mark said. Derek agreed about its cruising manners: "Very little engine noise makes it into the cabin despite it being inches away from the back of my head."

Chassis, steering, and suspension tuning are equally impressive. "The steering is very lively and requires constant attention—this car needs me," Chris said.

The 488 GTB does it all. "The Ferrari fulfills the complete list of needs, from extreme exotic to dauntless touring car," Mark said. It's memorable, too.

"This is one of those cars, one of those drives, one of those moments that will forever be seared into my synapses as an epic moment," Chris said, "a true deus ex machina experience in my life."

Joan Didion once described driving in Los Angeles as requiring "a concentration so intense as to seem a kind of narcosis, a rapture-of-the-freeway. The mind goes clean. The rhythm takes over."



The Ferrari 488 GTB is that rapture. It is that rhythm. It is our 2017 Best Driver's Car. ■

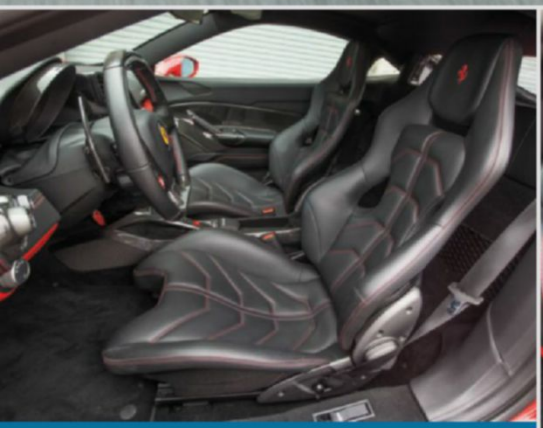
ED LOH EDITOR-IN-CHIEF

"Only this 488 and the 911 gave me that feeling of invincibility."

:01

MOTOR TREND BEST DRIVER'S CAR

The Ferrari 488 GTB is a force of nature, like being picked up by a tornado.



SPACESHIP The Ferrari's cabin is surprisingly roomy given it's a mid-engine supercar.

SCOTT EVANS ASSOCIATE EDITOR

"Holy crap. How can a car this powerful be this easy to drive?"

Best Practices Ferrari 488 GTB

Lug torque: 73.8 lb-ft (check often)
Tire pressures cold, psi (f/r): 30.4/29.0
MRLS pressures hot, psi (f/r): 30.4/29.0
Acceleration settings/procedure:

- Set tires: 27.5/26.1 (cold) 32.0/29.0 (hot); check after each run
- ESC Off; turn off "Auto" (press Auto)
- Hold brake, select first gear (right paddle)
- Press "PS" button (check for "PS" message)
- Full throttle (revs held at 3,000 rpm); release brake, maintain throttle at 100 percent.
- **NOTE:** Despite being in Manual shift mode, it will Auto-upshift in Launch mode

Figure-eight settings/procedure:
Hot tires required; set to 30.4/29.0 psi; set manettino to Race/CT off mode
MRLS settings: Hot tires required; set to 30.4/29.0 psi (check after warm-up lap); set manettino to Race/CT off mode

When a car is as good as the Ferrari 458 Italia that won Best Driver's Car in 2011, you don't need to change much. Ferrari did anyway, and it produced the even more impressive 488 GTB.

Although much of the front half of the car has been reused, it's all been tweaked. The new bodywork has been designed with slavish devotion to aerodynamics, and the 488 features both an electronically controlled drag-reduction system in the rear diffuser and a Formula 1–inspired blown diffuser in the rear bodywork. The new 3.9-liter twin-turbo V-8 makes a staggering 661 hp and 561 lb-ft of torque and carefully controls boost levels at lower engine speeds to keep the turbos spooled and the acceleration linear. The second-gen Side Slip Control vehicle dynamics system now controls the adaptive dampers, the traction control, the stability control, and the electronically controlled limited-slip differential. The seven-speed dual-clutch automatic, your only choice, receives new ratios and shifts quicker. The rear suspension, meanwhile, is wider than ever.

With 661 horsepower and only 3,412 pounds of carbon fiber to move, the 488 GTB screams to 60 mph in just 2.7 seconds and past the quarter mile in a stunning 10.6 seconds at 135.2 mph. Let it loose on the figure eight, and it'll post a 22.6-second lap time at 0.99 average g. In steady-state cornering on the skidpad, it'll pull 1.02 g. Stopping from 60 mph takes just 94 feet. **SE**

PUSH BUTTON To put the 488 into drive or neutral, pull the paddles. Reverse and other functions are controlled with buttons.

NISSAN

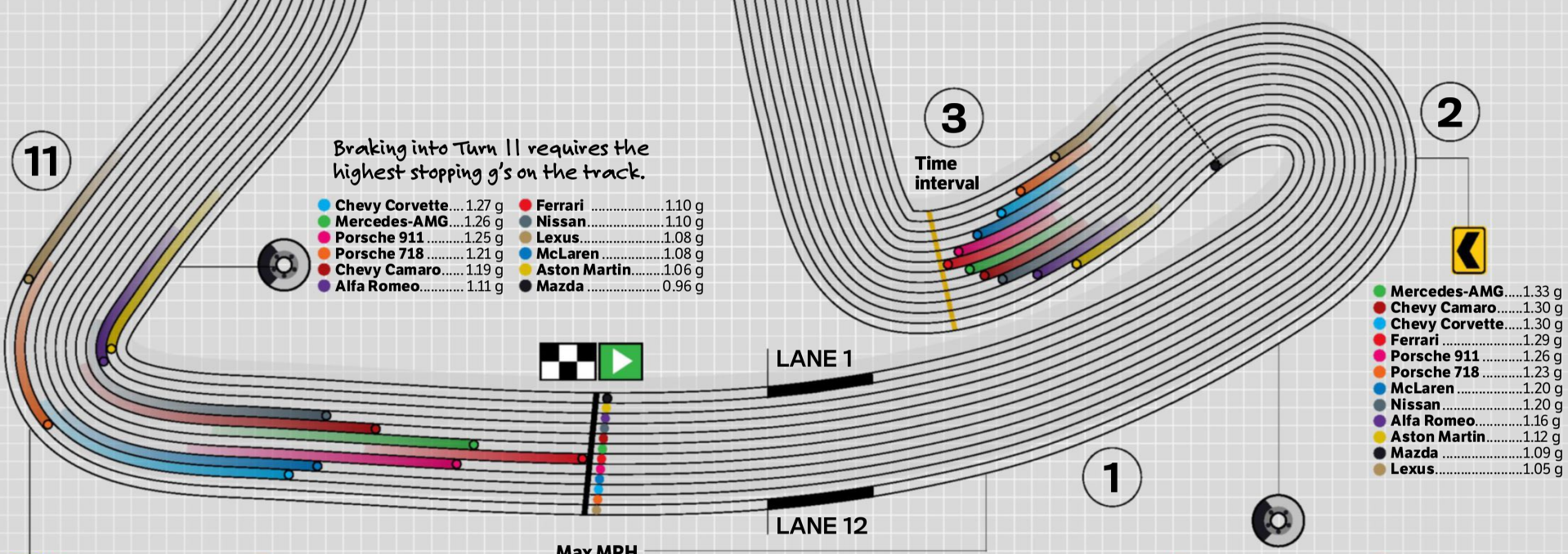
Innovation that excites

EVERY MILLIMETER COUNTS.

While adjusting the Nissan GT-R® by millimeters may not seem like much, on the racetrack it's the difference between a great lap and a record-smashing one. The 2017 GT-R®, with improved aerodynamics that meet a boosted 565 HP for unparalleled performance. We shift millimeters, so you can shave seconds.

TAKE ON TODAY

Obey all traffic laws, always drive safely and wear your seat belt. Damage resulting from racing, competitive driving, track and/or airstrip use not covered by warranty. See your New Vehicle Limited Warranty and Owner's Manual for proper vehicle operation and complete warranty details. ©2017 Nissan North America, Inc. Nissan and GT-R logo are Nissan trademarks.



LANE 1	2	3	4	5	6	7	8	9	10	11	12
MAZDA MX-5 MIATA RF	**ASTON MARTIN** DB11	**ALFA ROMEO** GIULIA QUADRIFOGLIO	**NISSAN** GT-R NISMO	**CHEVROLET** CAMARO ZL1 1LE	**MERCEDES-AMG** GT R	**FERRARI** 488 GTB	**PORSCHE** 911 TURBO S	**MCLAREN** 570GT	**CHEVROLET** CORVETTE GRAND SPORT	**PORSCHE** 718 CAYMAN S	**LEXUS** LC 500

BEST DRIVER'S LAP

No, Mazda Raceway Laguna Seca hasn't been widened and stripped into a 12-lane road (thank goodness). But it's fun to look at each car's single best lap as if it were a simultaneous slot car race. So—via the prodigious application of some rusty high school trigonometry—voilà! Slot Car Seca.

As you can see, matters quickly unravel into a blow-out gap between the first-place Ferrari 488 GTB and last-finishing Mazda Miata. Eventually, it grows so huge that we've had to limit the number of position snapshots (where they are located every several seconds) to just the five intervals shown here; when the Ferrari finishes, the Mazda is still way, way back, tire squealing its way through Turn 10. But between these bookends there were notable skirmishes, beginning with the AMG GT R and Porsche 911 Turbo S, which are nearly neck and neck the whole way until the end, where the big Merc holds off its German rival with its predictable burst of brute acceleration. And behind them is another—and startlingly unlikely—wrestling match between the Chevrolet Camaro ZL1 1LE and the McLaren 570GT. The grippy Chevrolet wins that one, but the Nissan GT-R NISMO trailing both of them tries very hard to ruin the McLaren's day at the checkered flag.

As you peruse your way around the data boxes, you'll eventually come to two that describe the climb up the hill to the Corkscrew (Turns 8 and 8a) and then another that characterizes the diving, twisting descent through the iconic, snaking segment. Here, we're looking at their performance as each car's peak rate of vertical ascent and drop (in mph). People often talk of "falling through the corkscrew." Well, this is the speed of that fall (and climb up to it in the first place). **Kim Reynolds**

Track Map

Mazda Raceway Laguna Seca
Monterey, California
Track Length: 2.238 miles

MOTOR TREND BEST DRIVER'S CAR

KEY
Cornering Braking

Dots represent vehicle positions at 22.92-second intervals

Max vertical climb MPH

- **Ferrari** ..... 14.3 mph
- **Mercedes-AMG** .. 14.0 mph
- **McLaren** ..... 13.9 mph
- **Chevy Camaro** .... 13.6 mph
- **Porsche 911** ..... 13.6 mph
- **Nissan** ..... 13.5 mph
- **Chevy Corvette** .. 13.2 mph
- **Aston Martin** ..... 13.0 mph
- **Alfa Romeo** ..... 12.9 mph
- **Porsche 718** ..... 12.4 mph
- **Lexus** ..... 12.3 mph
- **Mazda** ..... 10.6 mph

Max vertical drop MPH

- **Porsche 718** ..... 15.1 mph
- **Alfa Romeo** ..... 14.9 mph
- **Chevy Corvette** .... 14.3 mph
- **Mazda** ..... 13.4 mph
- **Nissan** ..... 13.4 mph
- **Porsche 911** ..... 13.4 mph
- **Mercedes-AMG** .... 13.0 mph
- **Aston Martin** ..... 12.6 mph
- **McLaren** ..... 12.1 mph
- **Chevy Camaro** ..... 12.0 mph
- **Ferrari** ..... 12.0 mph
- **Lexus** ..... 11.9 mph

"THE CORKSCREW"

7

8

8a

9

10

4

5

6

Time interval

We're observing approaching and traversing the Corkscrew in terms of vertical rise and descent. See explainer below.

6

- **Porsche 911** ..... 1.60 g
- **Mercedes-AMG** ..... 1.54 g
- **Ferrari** ..... 1.51 g
- **Chevy Camaro** ..... 1.48 g
- **McLaren** ..... 1.43 g
- **Chevy Corvette** ..... 1.42 g
- **Nissan** ..... 1.42 g
- **Porsche 718** ..... 1.40 g
- **Alfa Romeo** ..... 1.36 g
- **Aston Martin** ..... 1.23 g
- **Lexus** ..... 1.23 g
- **Mazda** ..... 1.20 g

5

- **Porsche 911** ..... 1.50 g
- **Chevy Corvette** ..... 1.46 g
- **Ferrari** ..... 1.45 g
- **Chevy Camaro** ..... 1.42 g
- **Mercedes-AMG** ..... 1.41 g
- **Nissan** ..... 1.35 g
- **McLaren** ..... 1.29 g
- **Porsche 718** ..... 1.28 g
- **Alfa Romeo** ..... 1.24 g
- **Aston Martin** ..... 1.20 g
- **Lexus** ..... 1.16 g
- **Mazda** ..... 1.11 g

9

- **Mercedes-AMG** .... 1.74 g
- **Chevy Corvette** .... 1.72 g
- **Ferrari** ..... 1.70 g
- **Chevy Camaro** ..... 1.60 g
- **Porsche 911** ..... 1.58 g
- **Nissan** ..... 1.55 g
- **McLaren** ..... 1.52 g
- **Porsche 718** ..... 1.51 g
- **Alfa Romeo** ..... 1.43 g
- **Lexus** ..... 1.36 g
- **Aston Martin** ..... 1.35 g
- **Mazda** ..... 1.35 g

These lateral g numbers seem elevated due to Turn 9's pronounced banking.

BEST LAP TIMES

Ferrari 488 GTB	**1:31.68**
Mercedes-AMG GT R	**1:33.01**
Porsche 911 Turbo S	**1:33.21**
Chevrolet Camaro ZL1 1LE	**1:34.30**
McLaren 570GT	**1:34.87**
Nissan GT-R NISMO	**1:35.01**
Chevrolet Corvette Grand Sport	**1:35.62**
Alfa Romeo Giulia Quadrifoglio	**1:39.65**
Aston Martin DB11	**1:40.05**
Porsche 718 Cayman S	**1:40.05**
Lexus LC 500	**1:43.40**
Mazda MX-5 Miata RF	**1:51.43**

Time interval

Max MPH

- **Ferrari** ..... 131.2 mph
- **McLaren** ..... 128.0 mph
- **Mercedes-AMG** ... 127.0 mph
- **Porsche 911** ..... 126.7 mph
- **Nissan** ..... 125.0 mph
- **Chevy Camaro** .... 123.9 mph
- **Aston Martin** ..... 121.0 mph
- **Alfa Romeo** ..... 118.9 mph
- **Chevy Corvette** ... 117.8 mph
- **Porsche 718** ..... 114.1 mph
- **Lexus** ..... 110.8 mph
- **Mazda** ..... 95.9 mph

Mazda Raceway Laguna Seca Lap Times

Every car we've hot-lapped, fastest first. Jealous?

TIME	CAR HORSEPOWER (SAE)/TORQUE (LB-FT)	TIRES
1:29.89	2015 Porsche 918 Spyder 887/944	Michelin Pilot Sport Cup 2
1:30.46	2016 Dodge Viper ACR 645/600	Kumho Ecsta V720 ACR
1:30.71	2015 McLaren P1 904/664	Pirelli P Zero Trofeo R
1:30.97	2015 Porsche 918 Spyder 887/944	Michelin Pilot Sport Cup 2
1:31.58	2016 Dodge Viper ACR 645/600	Kumho Ecsta V720 ACR
1:31.68	2016 Ferrari 488 GTB* 661 hp/561	Michelin Pilot Sport Cup 2 K1
1:33.01	2018 Mercedes-AMG GT R 577/516	Michelin Pilot Sport Cup 2 ZP
1:33.05	2016 Chevrolet Corvette Z06 Z07 650/650	Michelin Pilot Sport Cup 2
1:33.21	2017 Porsche 911 Turbo S 580/516	Pirelli P Zero Corsa N0
1:33.29	2016 Porsche 911 GT3 RS 493/338	Michelin Pilot Sport Cup 2 N1
1:33.62	2014 SRT Viper TA 640/600	Pirelli P Zero Corsa
1:33.70	2013 Chevrolet Corvette ZR1 638/604	Michelin Pilot Sport Cup
1:34.23	2017 Audi R8 V10 Plus 602/413	Michelin Pilot Sport Cup 2
1:34.23	2013 SRT Viper GTS 640/600	Pirelli P Zero Corsa
1:34.30	2018 Chevrolet Camaro ZL1 1LE 650/650	Goodyear Eagle F1 SuperCar 3R
1:34.43	2012 Chevrolet Corvette Z06 Z07 505/470	Michelin Pilot Sport Cup
1:34.50	2012 McLaren MP4-12C 592/443	Pirelli P Zero Corsa
1:34.58	2016 McLaren 570S* 562/443	Pirelli P Zero Corsa
1:34.63	2013 SRT Viper 640/600	Pirelli P Zero Corsa
1:34.87	2017 McLaren 570GT 562/443	Pirelli P Zero MC PNCS
1:35.01	2017 Nissan GT-R NISMO 600/481	Dunlop SP Sport Maxx GT600 DSST
1:35.03	2014 Mercedes-Benz SLS AMG Black 622/468	Michelin Pilot Sport Cup 2
1:35.12	2008 Dodge Viper ACR 600/560	Michelin Pilot Sport Cup
1:35.30	2016 Mercedes-AMG GT S 503/479	Michelin Pilot Sport Cup 2
1:35.37	2013 SRT Viper 640/600	Pirelli P Zero Corsa
1:35.40	2012 Lamborghini Aventador 691/591	Pirelli P Zero Corsa
1:35.51	2015 Nissan GT-R NISMO 600/481	Dunlop SP Spt. Maxx GT600 DSST
1:35.57	2016 Mercedes-AMG GT S* 503/479	Michelin Pilot Sport Cup 2
1:35.62	2014 Porsche 911 Turbo S 560/516	Dunlop Sport Maxx Race
1:35.78	2013 SRT Viper GTS 640/600	Pirelli P Zero Corsa
1:35.83	2009 Chevrolet Corvette ZR1 638/604	Michelin Pilot Sport 2
1:36.02	2018 Chevrolet Corvette Grand Sport 460/465	Michelin Pilot Sport Cup 2 ZP
1:36.11	2016 Ford Mustang Shelby GT350R 526/429	Michelin Pilot Sport Cup 2
1:36.22	2010 Ferrari 458 Italia* 557/398	Michelin Pilot Sport K1
1:36.30	2013 Nissan GT-R Black Edition 545/463	Dunlop SP Sport Maxx CT 600 DSST CTT
1:36.35	2012 Nissan GT-R 530/448	Dunlop SP Sport Maxx CT 600 DSST CTT
1:36.36	2017 Acura NSX 573/476	Pirelli P Zero Trofeo R
1:36.39	2012 Audi R8 GT 560/398	Pirelli P Zero Corsa
1:36.39	2012 Lexus LFA 552/354	Bridgestone Potenza S001
1:36.43	2013 SRT Viper 640/600	Pirelli P Zero Corsa
1:36.44	2017 Porsche 911 Carrera S 420/368	Pirelli P Zero
1:36.63	2014 Nissan GT-R Track pack 545/463	Dunlop SP Sport Maxx GT600 DSST CTT
1:36.77	2011 Porsche 911 GT3 RS 450/317	Michelin Pilot Sport Cup
1:37.08	2017 Nissan GT-R Premium 565/467	Dunlop SP Sport Maxx GT600 DSST CTT
1:37.43	2016 Porsche Cayman GT4 385/309	Michelin Pilot Sport Cup 2
1:37.66	2016 BMW M4 GTS 493/443	Michelin Pilot Sport Cup 2
1:37.77	2017 Chevrolet Camaro SS 1LE 455/455	Goodyear Eagle F1 SuperCar 3
1:37.82	2014 Chevrolet Camaro Z/28* 505/481	Pirelli P Zero Trofeo R
1:38.04	2013 Ferrari F12 731/508	Michelin Pilot Super Sport K2
1:38.28	2014 Chevrolet Corvette Stingray Z51 460/465	Michelin Pilot Super Sport ZP
1:38.52	2016 Cadillac CTS-V Sedan 640/630	Michelin Pilot Super Sport
1:38.60	2015 Chevrolet Corvette Z06 Z07~ 650/650	Michelin Pilot Sport Cup 2
1:38.70	2014 Audi R8 V10 Plus 550/398	Pirelli P Zero
1:38.70	2013 Ford Shelby GT500 662/631	Goodyear Eagle F1 SuperCar G:2
1:38.75	2017 Jaguar F-Type SVR 575/516	Pirelli P Zero
1:38.82	2012 Mercedes-Benz AMG SLS 563/479	Continental ContiSportContact 5P
1:38.90	2012 Mercedes-Benz C63 AMG 510/457	Dunlop Sport Maxx Race MO
1:39.00	2013 Porsche 911 Carrera 4S 400/325	Pirelli P Zero
1:39.19	2013 Porsche 911 Carrera 4S* 400/325	Pirelli P Zero
1:39.20	2012 Chevrolet Camaro ZL1 580/556	Goodyear Eagle F1 SuperCar G:2
1:39.30	2012 Porsche 911 Carrera S* 400/325	Pirelli P Zero
1:39.57	2007 Porsche 911 GT3** 415/300	Michelin Pilot Sport Cup
1:39.65	2017 Alfa Romeo Giulia Quadrifoglio 505/443	Pirelli P Zero Corsa AR Assimetrico
1:39.69	2015 BMW M4 425/406	Michelin Pilot Super Sport
1:40.05	2017 Aston Martin DB11 600/516	Bridgestone Potenza S007
1:40.05	2017 Porsche 718 Cayman S 350/309	Pirelli P Zero N1
1:40.18	2016 Cadillac ATS-V Coupe 464/445	Michelin Pilot Super Sport
1:40.45	2009 Nissan GT-R 480/430	Dunlop SP Sport 600 DSST
1:40.50	2015 Mercedes-AMG C63 S Sedan 503/516	Michelin Pilot Super Sport
1:40.52	2013 BMW M6 560/500	Michelin Pilot Super Sport
1:40.71	2014 Aston Martin Vanquish 565/457	Pirelli P Zero
1:40.75	2009 Audi R8 420/317	Pirelli P Zero
1:40.81	2014 Jaguar F-Type V8 S 488/461	Pirelli P Zero
1:40.92	2009 Audi R8 420/317	Pirelli P Zero
1:40.92	2006 Chevrolet Corvette Z06 505/470	Goodyear Eagle F1 SuperCar
1:41.06	2012 Ford Mustang Boss 302 Laguna Seca 444/380	Pirelli P Zero Corsa
1:41.26	2014 Porsche Cayman S 325/272	Pirelli P Zero
1:41.64	2012 Porsche Cayman R 330/273	Bridgestone Potenza RE050A
1:41.77	2017 Aston Martin V12 Vantage S 565/457	Pirelli P Zero Corsa
1:42.01	2015 Jaguar F-Type R Coupe 550/502	Pirelli P Zero
1:42.39	2014 M-B E63 S AMG 577/590	Continental ContiSportContact 5P
1:42.49	2011 Lotus Evora S 345/295	Pirelli P Zero Corsa
1:42.51	2008 Porsche 911 Turbo 480/460	Michelin Pilot Sport PS2
1:42.86	2012 Jaguar XKR-S 550/552	Pirelli P Zero
1:42.95	2009 Porsche Cayman S* 320/273	Michelin Pilot Sport
1:42.96	2008 BMW M3 414/295	Michelin Pilot Sport PS2
1:43.20	2015 Lexus RC F 467/398	Michelin Pilot Super Sport
1:43.31	2011 BMW 1 Series M 335/369	Michelin Pilot Sport PS2
1:43.40	2018 Lexus LC 500 471/398	Michelin Pilot Super Sport ZP
1:43.49	2014 M-B C63 AMG Edition 507 507/450	Continental ContiSportContact 5P
1:43.51	2015 Bentley Continental GT3-R 572/518	Pirelli P Zero
1:43.60	2013 Audi RS 5 450/317	Pirelli P Zero
1:43.78	2015 Alfa Romeo 4C 237/202	Pirelli P Zero AR Racing
1:43.85	2009 Cadillac CTS-V 556/551	Michelin Pilot Sport
1:44.02	2016 Mazda MX-5 (Cup race car) 155/148	BF Goodrich R1S
1:44.29	2015 BMW i8 357/420	Bridgestone Potenza S001
1:44.32	2010 Ford Shelby GT500 540/510	Goodyear Eagle F1
1:44.72	2008 Shelby GT500 KR 540/510	Goodyear Eagle F1 SuperCar
1:45.37	2009 Jaguar XFR 510/461	Dunlop SP Sport Maxx
1:45.72	2010 Chevrolet Camaro SS 426/420	Pirelli P Zero
1:45.82	2007 Lotus Exige S 220/165	Yokohoma Advan A048
1:46.01	2009 BMW 135i 300/300	Bridgestone Potenza
1:46.53	2010 Nissan 370Z NISMO 350/276	Yokohama Advan Sport
1:46.60	2013 Bentley Continental GT Speed 616/590	Pirelli P Zero
1:46.95	2015 Volkswagen Golf R 292/280	Bridgestone Potenza RE050A
1:47.16	2015 Subaru WRX STI 305/290	Dunlop Sport Maxx RT
1:47.58	2006 Porsche Cayman S 295/251	Michelin Pilot Sport PS2
1:47.71	2008 Mitsubishi Lancer Evo X MR 291/300	Yokohama Advan AIE
1:47.75	2008 Chevrolet Cobalt SS 260/260	Continental SportContact 2
1:47.93	2007 Mitsubishi Lancer Evo IX MR 286/289	Yokohoma Advan A046
1:49.04	2007 BMW 335i 300/300	Bridgestone Potenza RE050A RFT
1:49.30	2013 Ford Focus ST 252/270	Goodyear Eagle F1 Asymmetric 2
1:50.11	2015 Volkswagen GTI 217/258	Bridgestone Potenza S001
1:50.37	2007 Mazdaspeed3 GT 263/280	Bridgestone Potenza RE050A
1:50.42	2009 Mazda RX-8 232/159	Bridgestone Potenza RE050A
1:50.68	2016 Mazda MX-5 Club 155/148	Bridgestone Potenza S001
1:50.74	2006 Honda S2000 237/162	Bridgestone Potenza RE050
1:50.79	2013 Tesla Model S P85+ 416/443	Michelin Pilot Sport PS2
1:51.25	2014 Ford Fiesta ST 197/202	Bridgestone Potenza RE050A
1:51.30	2013 Subaru BRZ 200/151	Michelin Primacy HP
1:51.43	2017 Mazda MX-5 RF Club 155/148	Bridgestone Potenza S001
1:51.73	2007 Mini Cooper S JC Works GP 214/184	Dunlop SP Sport 01 DSST
1:51.98	2008 Mini Cooper S 172/177	Dunlop SP Sport 01
1:52.18	2009 Mazda MX-5 Miata 167/140	Bridgestone Potenza RE050A
1:54.99	2006 Honda Civic Si 197/139	Michelin Pilot Exalto
1:56.92	1990 Mazda MX-5 Miata 116/100	Dunlop Direzza ZII

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World's Greatest Drag

A DOZEN SCREAMING (OR SILENT) SUPERCARS BATTLE IT OUT FOR QUICKEST-CAR SUPREMACY

If Best Driver's Car is the most exciting thing we do all year, then World's Greatest Drag Race puts seven exclamation points at the end of that statement.

WGDR has been a staple of *Motor Trend*'s BDC online coverage since 2011 but something we only sporadically reference in print. This is not surprising—it's a made-for-YouTube phenomenon. For the uninitiated, imagine a simple quarter-mile drag race complicated by the addition of more than just two competitors. How many more? Well, that's what makes it World's Greatest.

In our inaugural running, we set 11 of the hottest sports cars alongside one another and launched them all down the 1,320 toward a checkered flag. Since then, we've never had fewer than nine competitors pull up to the start line and begin revving.

Prior to our airing of the original WGDR in 2011, we hadn't heard of anyone drag racing this way, which might explain the popularity and host of imitators we've picked up over the years. As we go to press, our previous six installments of WGDR total 96.8 million views. There are dozens of copycat videos alongside ours, including several flattering fan recreations in video games such as *Forza* and *Gran Turismo*. It makes sense; even if you could round up a dozen of the hottest sports cars each year, where would you find a space both wide and long enough for all of the vehicles to go flat out for a quarter mile?

For the past six years, we've been lucky enough to have the use of a former *Motor Trend* test facility, the decommissioned Marine Corps Air Station El Toro in Irvine, California. But as that facility has slowly transformed into a mixed-use residential, retail, and community space, we've seen its once pristine runways get plowed up, parked on, or fall into windshield-chipping disrepair. We've needed a new venue for the past few years, and after a hard target search of public, private, and military airfields throughout California, our BDC production team, headed up by Luis Navarro, located an active U.S. Air Force base open to our crazy idea and willing to navigate the layers of Pentagon bureaucracy required to secure it.

Executive editor Mark Rechtin discusses the finer points of Vandenberg Air Force Base in his column on page 24, but all you need to know here is that its 3-mile runway is pristine, and its USAF stewards are hardworking and speed-friendly men and women who truly represent the best of America.

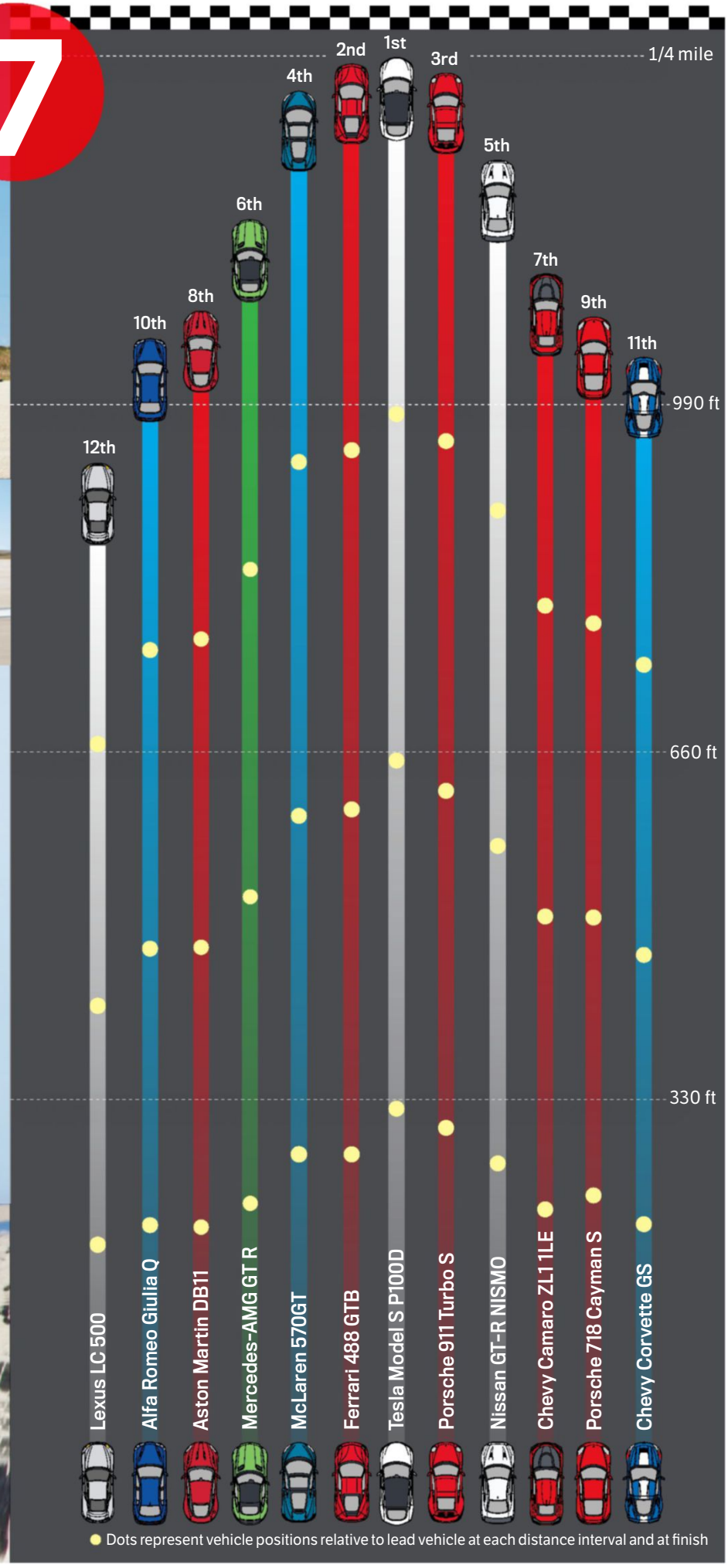
Race 7

Words Ed Loh
Photographs William Walker, Robin Trajano
Illustrations Paul Laguette

OFF AND RUNNING Because Vandenberg is an active runway, hats without chin straps aren't allowed, lest they get sucked into a jet engine.

With this new venue, famous for launching traditional rockets one at a time, our seventh installment of WGDR is sure to blow past the mark of 100 million total views. We knew the Miata wouldn't stand a chance, so to add a little intrigue we summoned the legendarily ludicrous Tesla Model S P100D to race in its place. Elon Musk is familiar with Vandenberg already; it's been the launch pad for many a SpaceX rocket, and there's a Supercharger on site.

At right, we've given away the results, but to watch the Model S work to keep 11 snarling supercars from Ferrari, Porsche, McLaren, and others on its six for a quarter mile, check out the full WGDR7 video on MotorTrend.com and youtube.com/MotorTrend.



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Bremmer Kraft **BR16**
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Sparco **Assetto Gara**
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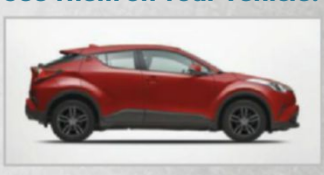

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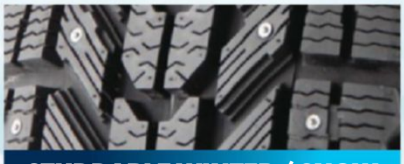
PERFORMANCE WINTER / SNOW

Developed as high-speed winter tires for European driving conditions, these tires typically trade some deep snow and ice traction for enhanced dry and wet road traction, handling and high-speed capability.

Traditional Winter Traction



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'17 Mazda CX-5 FWD
225/70R16 Pirelli Scorpion Winter
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TRUTH

Words Angus MacKenzie

812 Superfast. The name tells you a lot about Ferrari's muscular new front-engine coupe. It has 800 horsepower—well, 800 European horses, at least, which translates to 789 American ponies. It has 12 cylinders. And yes, it's super fast. Ferrari claims a 0–60 time of about 2.8 seconds, with 124 mph coming up in 7.9 seconds, and a top speed of 211 mph. But there's more to the Superfast story than just the raw numbers: This might just be the most desirable front-engine Ferrari road car since the legendary Daytona.

The 812 Superfast is fundamentally a rework of the acclaimed F12berlinetta. Maranello's engineers concentrated on sweating the details, focusing on engine, chassis electronics, and aerodynamics to create a car that combined the Berlinetta's everyday usability with the edgier, track-focused F12tdf's performance, agility and responsiveness.

The F12's 65-degree naturally aspirated V-12 has been taken from 6.2 liters to 6.5 liters courtesy of an increase in stroke. But the real focus, says powertrain engineer

IN ADVERTISING

FERRARI'S 812 SUPERFAST IS JUST THAT

Andrea Napolitano, was on improving breathing efficiency, optimizing combustion, and reducing friction. Redesigned cylinder heads feature larger-diameter intake and exhaust valves and new runner designs. Reprofiled camshafts push the inlet valves deeper into the combustion chamber and hold them open longer.

That's all Tuning 101. The trick stuff includes a new ultra-high-pressure fuel system—a world first on a production car, says Ferrari—that operates at up to 5,076 psi and can change the way it pulses the fuel into the combustion chamber. An electronically controlled continuously variable intake system uses engine oil pressure to alter the length of the runners and optimize power and torque.

"We wanted an engine with maximum performance at higher engine speeds," Napolitano says. And by all that Enzo held holy, the 812 Superfast engine delivers. Those 789 ponies arrive in a stampede at a shrieking 8,500 rpm, just 400 rpm before the big V-12 nuzzles the soft limiter. Peak torque of 530 lb-ft is generated at 7,000 rpm, though 424 lb-ft is available at 3,500 rpm.

Ferrari boss Sergio Marchionne has said he'll never put a turbocharger on a 12-cylinder Ferrari. God bless him: The Superfast's naturally aspirated V-12 is an engine for the ages. But it's not what the engine does that impresses the most. It's how it does it.

The 812 purrs around town on part throttle, pulling cleanly from as little as 1,000 rpm, allowing the dual-clutch transmission to shuffle into seventh gear by 35 mph. Throttle response gets crisper as the revs build, enabling you to make

Where most engines feel like they're starting to fade, the Ferrari V-12 hits warp drive.

the most of the broad swathe of midrange torque. Then you hit 6,000 rpm, and all hell breaks loose. Although most engines feel like they're starting to fade at these revs, this Ferrari V-12 hits warp drive. The tach needle leaps toward the redline, accompanied by a vivid surge of thrust and a soundtrack that's part Pavarotti, part F-15 airstrike.

The 812 Superfast is the first Ferrari road car in history fitted with electric power steering. The vehicle dynamics team headed by Stefano Varisco looked at ways of using some of its enhanced functionality in a fifth-gen version of Ferrari's highly sophisticated Side Slip Control (SSC5.0). What they came up with is steering that varies torque levels to help drivers sense the onset of understeer and control oversteer. The key point is this feature is baked into the SSC5.0 digital neural network, not something overlaid on top. It's designed to work in real time with the 812's E-diff, the traction- and stability-control systems, the rear-wheel-steering system, and wider 275-section front tires adopted from the F12tdf.

Does it? Difficult to say. There's certainly a different tactile signature in the steering, which feels calmer and meatier than in most recent Ferraris. But any changes in torque at the steering wheel rim were hard to detect. Which is as it should be, says Varisco: "This is meant to support the driver. It is not linked to anything autonomous or a self-steering function. If a maneuver is performed in a good way, nothing is suggested by the steering."

Ferrari made a point of demonstrating the 812 Superfast's agility on rough and tumble, tight and twisting mountain roads outside Maranello. It's still a big, wide coupe, but the enhanced grip and four-wheel steering had it pinballing from corner to corner like a WRX. Although it doesn't quite sashay over the rough stuff with the poise of a 488, the 812's suspension handled violent heaves and humps in the tarmac with commendable compliance.

2018 Ferrari 812 Superfast

BASE PRICE	$335,275
VEHICLE LAYOUT	Front-engine, RWD, 2-pass, 2-door hatchback
ENGINE	6.5L/789-hp/530-lb-ft DOHC 48-valve V-12
TRANSMISSION	7-speed twin-clutch auto
CURB WEIGHT	3,600 lb (mfr)
WHEELBASE	107.1 in
L X W X H	183.3 x 77.6 x 50.2 in
0-60 MPH	2.8 sec (mfr est)
EPA CITY/HWY/COMB FUEL ECON	Not yet rated
ON SALE IN U.S.	Spring 2018

The 812 Superfast isn't the prettiest front-engine Ferrari ever built. It swaggers down the road, muscles bulging under surfaces rent by random slashes—the Hulk bursting the seams of a Zegna suit. The vents across the top of the front fenders bleed hot air from the radiators, and those behind the front wheels guide air up the deeply sculpted sides of the car. Air entering the scoops at the base of the C-pillars is vented through slits on top of the rear fenders to create a strong laminar flow across the fender surfaces and reduce lift. But the really clever aero stuff is underneath, where Ferrari has used its F1 experience to create a floor bristling with diffusers, turning vanes, and vortex generators to help suck the Superfast down onto the tarmac at speed.

Ferrari says the Superfast is a sports car with GT capability, and that duality of purpose is reflected in an interior that's a halfway house between the pared-down cockpit of the 488 and the lavishly equipped cabin of the GTC4Lusso. The instrument panel is dominated by a giant tachometer—of course—flanked with a pair of configurable screens that handle everything from auxiliary instrumentation to navigation, phone, and audio.

Grand Tourer. Supercar. The 812 Superfast is equally at home playing either role. It can be driven comfortably and quietly, the engine note and tire noise pleasantly subdued, with phone, music, and navigation at your fingertips. But when the mood takes you, flick the manettino one stop past Race mode to disable the traction control, unleash that mighty V-12, and feel the rear tires struggling to tame all that power through each and every gear. This is a Ferrari in which you can feel sublimely relaxed or thrilled to your very core. Just like the Daytona. ■

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Guests arriving at the INFINITI Pavilion at Pebble Beach were greeted with gourmet hors d'oeuvres and upbeat, warm soundwaves from The Shadowboxers—an American pop band that puts a modern spin on soulful, vintage funk.

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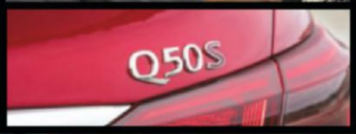
Machine virtual reality experience. Guests were invited to sit back in an authentic INFINITI driver's seat then fitted with VR goggles and headphones and guided through an immersive experience of the all-new QX50 Concept premium crossover. An adjoining interactive wall heightened the experience, enticing guests to explore the power and efficiency of the world's first production-ready variable compression (VC-T) engine of the QX50.

Daily wine and cheese receptions

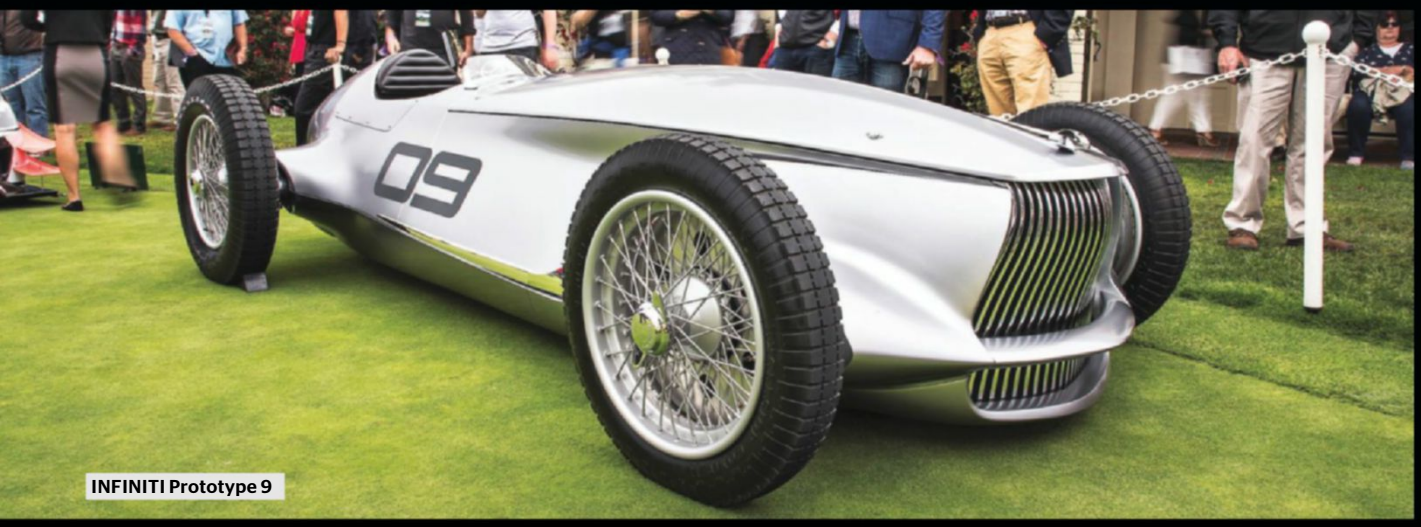
INFINITI RIDE AND DRIVE

INFINITI invited guests to participate in a Ride & Drive with its full line of luxury vehicles—including the latest INFINITI Q50 sedan, Q60 coupe and QX80 Limited SUV—through the Monterey Peninsula's lush Del Monte Forest and iconic 17-Mile Drive®.



INFINITI OF TOMORROW... AND YESTERDAY?

WHAT WOULD A FEAST OF THE SENSES BE WITHOUT A JOURNEY OF THE IMAGINATION?



INFINITI Prototype 9

Three additional INFINITI concepts met guests at the INFINITI Pavilion, hinting rather confidently at the carmaker's immediate future as well as what could've been its past — in a world where electric roadsters like the Prototype 9 rule the roads and racetrack.

INFINITI QX50

INFINITI QX80 Monograph

INFINITI Project Black S

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PEBBLE BEACH CONCOURS d'ELEGANCE HIGHLIGHTS

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Classically Concours Little says Pebble Beach quite as well as a Bugatti, the winningest marque in Concours d'Elegance history. This Gangloff Coupé is a stunner.

Ferrari Celebration Sunday celebrated the 70th anniversary of one of the world's most beloved brands, Ferrari. This 1958 335 Sport Scaglietti Spyder won its class.

DAWN PATROL

WHERE THE DIE-HARD ENTHUSIASTS WAIT TO SEE THE BEST VINTAGE AUTOMOBILES.

1910 Pierce Arrow 48-SS Miniature Tonneau

1924 Voisin C 4S Sport Tourisme

1967 Ferrari 412 P Competizione

1960 Abarth 1000 Record Pininfarina Prototype

1963 Ferrari 250 GTO Scaglietti Berlinetta

1930 Bentley 4 1/2 Litre SC Vanden Plas Le Mans Sports

PEBBLE BEACH BEST OF SHOW

SHINY AND CHROME This year's Concours was over the second Bruce McCaw's dazzling 1929 Mercedes-Benz S Barker Tourer rolled onto the field. The early morning buzz was all about this Benz, and the second the judges saw it, they knew.

THE QUAIL HIGHLIGHTS

QUAIL LODGE AND GOLF CLUB INVITED GUESTS TO PARTAKE IN THE QUAIL, A MOTORSPORTS GATHERING—THE ULTIMATE COLLECTION OF RARE VEHICLES AND VINTAGE RACE MACHINES. AND FOR THE FOURTH YEAR RUNNING, INFINITI CONTINUES TO PROUDLY BE A PLATINUM SPONSOR.

Concept creation is very much an evolution of design, and The Quail's guests this year were treated to two INFINITI concepts in their earlier stages: the Project Black S (left) and Prototype 9 (above).

Guests were invited to beat the heat with made-to-order, Thai-inspired rolled ice cream from New York's 10Below Ice Cream.

Current Senior Vice President for Global Design at Nissan Motor Co., Ltd. (formerly Executive Design Director at INFINITI) Alfonso Albaisa (right) and *Motor Trend*'s Ed Loh.

Shuttling guests to Quail Lodge and Golf Club in absolute luxury were a fleet of INFINITI QX80 SUVs.

MOST INTRIGUING CARS AT THE QUAIL

HOW DO YOU CHOOSE FROM ALL OF THE AMAZING VEHICLES AT THE QUAIL? VERY CAREFULLY.

1987 Audi Quattro S2

1955 Lancia Aurelia B20 GT

1951 Porsche 356 Pre-A Coupe

QUAIL BEST OF SHOW

ITALIAN UNICORN
One of twelve ever built, the ATS 2500 GTS was meant to be a competitor to Ferrari when launched in 1963. Fifty-four years later, this ATS beat every Ferrari present to win Best of the Show at The Quail.

Words Ed Loh

FJORDEX

RANGE ROVER'S LUXURIOUS NEW MIDSIZE SUV PROVES RESOLUTE

We've just finished lunching on locally caught fried whitefish, reindeer stew with mashed potatoes, and freshly picked strawberries with cream at a little cafe with a stunning 270-degree view of the fjords below. The whole setup is, as the kids say these days, "Norwegian AF." In the winter, this joint serves as a warming hut for a local ski resort, and getting here involves criss-crossing up a mile and half of steep, rock-strewn switchbacks. On a brisk day in January, it would be exhilarating to blast down on a set of skis. Today, in early August, we're glad to be swaddled in the all-new Range Rover Velar, equipped with height-adjustable air suspension and hill-descent control.

"Hullo, do you mind if I join you for the ride down?" asks the chipper PR rep with a smile and posh London accent sparkly enough for three Orbitz gum commercials. Of course the answer is yes, so she hops in and introduces herself with a laugh. "It's quite confusing, really. My name is Mercedes, but do you know how awkward that is in this business? Especially when

P L O R E R

you have to ring people up and say, 'Hi, this is Mercedes, of Jaguar Land Rover.'" Looks like giggles will accompany the crunch of rock under rubber on our descent.

While we're on the topic of confusing names: Let's talk about "Velar," bequeathed to this all-new fourth model in the Range Rover line. When developing the original Range Rover back in 1969, Land Rover engineers dubbed the prototype Velar, from the Latin word for "to cover, hide." That makes sense for a secret prototype, and it does roll off the tongue quite luxuriously (with emphasis on the first syllable). But it raises the question: Is Range Rover hiding something with this new model, especially when the underpinnings are shared with Jaguar?

Not if you ask the engineers. Chief body engineer Rob Scott is up front about the platform and engine sharing between Velar and the Jaguar F-Pace. Both are built on the same line at the Solihull, England, factory that gave birth to the Land Rover brand, now owned by the Jaguar Land Rover group overseen by Indian conglomerate Tata Motors.

BLACK MIRRORS

One goal of the Velar's interior design team was to make the cabin more like a living space—from the leather, cozy wool textiles, and wood paneling to the twin gloss-black screens mounted flush in the center console. This is the Touch Pro Duo system, Range Rover's new infotainment system. It uses high-definition touchscreen displays that control everything from HVAC and audio to smartphone apps and Terrain Response 2. In keeping with the reductionist theme, Touch Pro Duo employs precious few buttons: a volume knob, and two knurled rings prominently embedded in the lower touchscreen to change function depending on what system is engaged. If you don't mind fingerprints or having to look when you touch (capacitive buttons provide no haptic feedback, so visual confirmation is required), the system works well and is substantially more responsive than previous JLR touchscreens.

The Velar launches with an array of six aluminum-intensive, direct-injection inline-four and V-6 engines developed in-house at JLR. For North America, there are two 2.0-liter turbocharged four-cylinders on offer: a 180-horsepower diesel or a 247-horsepower gas engine. The current top of the range is the 380-horsepower supercharged V-6 gas engine that powers our fjord explorer and allows it to tow up to 5,500 lbs. "This is the most road-oriented Range Rover ever developed," Scott says.

It's a claim we partially validated along the always stunning, occasionally harrowing byways that tickle the west coast of Norway. The majority of roads we drive are single-lane in each direction and often narrow for sharing in curvy, forested parts between towns. At first blush, the Velar feels good, familiar.

There's nothing wrong with the shared bones. We loved the Jaguar F-Pace's mix of sport and civility enough to almost name it 2017 SUV of the Year, and the like-minded Velar comports itself in similar fashion but with more attention focused on smoothing out bumps, rounding off hard edges, and creating a "calm sanctuary." This is a tough assignment for our First Edition Velar, which comes shod in 22-inch wheels and low-profile tires, but credit goes to the aluminum-intensive double-A-arm front and multilink rear suspension, continuously variable adaptive dampers, and optional air suspension. The Velar's neatest trick is how thoroughly it cloaks all its technology; although there are multiple drive modes on offer—tunable electric power steering response, a brake-based torque-vectoring system, and an electronic locking rear differential—they are mostly invisible.

Range Rover claims its 4,500-pound V-6 Velar will hit 60 mph in 5.3 seconds, which is all very believable. Our V-6 Velar is always a willing partner; no matter the on-road mode selected (Comfort, Eco, Dynamic, or Race), all 332 lb-ft of torque felt readily available via distant thumps of the ZF eight-speed transmission. Popping back the left downshift paddle gets things going fractionally quicker, but the right foot covers most situations. That said, the V-6 Velar is not a head-snapping wolf in a fitted wool suit. There is plenty left to hone a sharper-edged, more track-focused Velar from the SVR group.

The Range Rover Velar's story isn't really about on- or off-road prowess. It's about design.

After thoroughly trouncing a series of man-made obstacles, including wheel articulation ramps, a curved side slope, a hill climb, and a triumphant charge up a groomed off-road course, we ask the opinion of Land Rover expert Steve Hoare. For someone who spends his weekdays editing *Alloy+Grit*, a Land Rover enthusiast publication, and his weekends tending to five Land Rovers ranging from a 1949 Series 1 to a 2003 Discovery 2 (all pre–independent suspension and electronic aids, mind you), he is remarkably charitable.

We both agree that traction and forward progress are never an issue; its height-adjustable air suspension and the off-road modes in the Terrain Response 2 system, programs such as Low Traction Launch and All Terrain Progress Control (a low-speed off-road cruise control), take nearly all of the drama out of climbing hill and dale. All one really has to do is steer and thumb speeds up or down.

But the Velar's story isn't really about on- or off-road prowess. It's about design. Even though it shares the same 113.1-inch wheelbase as the F-Pace, the Velar borrows none of its exterior body panels. Its hood, fenders, and roof are made from aluminum, and the rear hatch is composite—all in the name of weight savings. Doors are steel to help with side impacts and the architectural look chief designer Gerry McGovern was after. Unlike the curvy and muscular F-Pace, the Velar is smooth and slabby—less sculpted in the gym, more hewn from solid billet.

Perhaps surprisingly, the Velar is the more aerodynamic of the two; its 0.32 drag coefficient (in turbodiesel configuration) makes it the most aerodynamically efficient vehicle in Land Rover history (and a good deal slicker than the incongruous 0.37 Cd of the sleek-appearing F-Pace). An upright grille and short front overhang combine with the longer rear overhang to give the Velar its rakish, wind-cheating profile. Cleverly executed details such as the optional blacked-out roof and pillars, flush-fit deployable door handles, and a reversed cut line that rises from front bumper to rear further buff the Velar's visual appeal.

The Velar is positioned above the Evoque and below the Sport in the Range Rover lineup, but it challenges all, including the flagship, when it comes to interior execution. Reductionism is the overall theme, but it's doubtful Ludwig Mies van der Rohe would eye roll what the interior design team has done.

When the Velar is completely asleep, the driver is surrounded by a sensory-indulgent chamber composed of swathes of texture in blocks of muted colors ranging from fuzzy dark gray synthetic suede on the headliner, open-pore charcoal-colored wood inserts on the dash and doors, and glossy black touchscreen displays. When the drape lifted on the Velar last year, it uncovered a production midsize crossover so slick and dramatically proportioned as to be mistaken for yet another gorgeous yet implausible concept. Our brief Scandinavian stint reveals that the Velar is the real luxurious deal against the backdrop of Norway's jaw-dropping roads and vistas. How it handles the reality of big-city traffic and broken tarmac remains to be seen. ■

2018 Land Rover Ranger Rover Velar	
BASE PRICE	$50,895-$65,195
VEHICLE LAYOUT	Front-engine, AWD, 5-pass, 4-door SUV
ENGINE	2.0L/247-hp/269-lb-ft turbocharged DOHC 16-valve I-4; 2.0L/180-hp/317-lb-ft turbodiesel DOHC 16-valve I-4/ 3.0L/380-hp/332-lb-ft supercharged DOHC 24-valve V-6
TRANSMISSION	8-speed automatic
CURB WEIGHT	4,250-4,500 lb (mfr)
WHEELBASE	113.1 in
L X W X H	189.1 x 80.0 x 65.6 in
0-60 MPH	5.3-8.4 sec (mfr est)
EPA CITY/HWY/COMB FUEL ECON	18-21/24-27/20-23 mpg
ENERGY CONSUMPTION, CITY/HWY	160-187/125-140 kW-hrs/100 mi
CO2 EMISSIONS, COMB	0.83-0.96 lb/mile
ON SALE IN U.S.	Currently

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SAVE 66%

$5.99

$8.99 Compare $17.97

ITEM 69505/62418/66537 shown

57941672

LIMIT 9 - Coupon valid through 1/22/18*

PITTSBURGH MOTORCYCLE — SUPER COUPON

1000 LB. CAPACITY MOTORCYCLE LIFT

- Diamond plate steel platform and ramp
- Lift range: 7" – 29-1/2"

Customer Rating

SAVE $750

$299.99

$429.99 Compare $1049.99

ITEM 69904/68892 shown

58039734

LIMIT 3 - Coupon valid through 1/22/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

4" MAGNETIC PARTS HOLDER

Customer Rating

SAVE 66%

$1.99

$2.99 Compare $5.99

ITEM 62535/90566 shown

58359348

LIMIT 8 - Coupon valid through 1/22/18*

PORTLAND — SUPER COUPON

9.5" BAR, 7 AMP ELECTRIC POLE SAW

6 ft. to 8 ft. 10"

Customer Rating

$64.99

SAVE $34

$79.99 Compare $99.98

ITEM 68862/63190/62896 shown

58041223

LIMIT 5 - Coupon valid through 1/22/18*

SUPER COUPON

FULL MOTION TV WALL MOUNT

Customer Rating

SAVE $160

$39.99

$49.99 Compare $199.99

ITEM 63155 shown

58052767

LIMIT 4 - Coupon valid through 1/22/18*

BADLAND Battle Tested — SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

SAVE $410

Customer Rating

Voted Best Winches

- Weighs 83.5 lbs.
- 21-1/4" L x 10-1/8" H

$289.99

$389.99 Compare $699.99

ITEM 61256/61889/60813 shown

58058091

LIMIT 3 - Coupon valid through 1/22/18*

HaulMaster — SUPER COUPON

STEP STOOL/ WORKING PLATFORM

Customer Rating

SAVE 65%

- 350 lb. capacity

$19.99

$29.99 Compare $57.55

ITEM 62515/66911 shown

58060800

LIMIT 7 - Coupon valid through 1/22/18*

U.S. GENERAL — SUPER COUPON

30", 5 DRAWER TOOL CART

- 8100 cu. in. of storage
- 704 lb. capacity
- Weighs 120 lbs.

Customer Rating

SAVE $990

$159.99

$199.99 Compare $1150

ITEM 61427/63308/69397/95272 shown

58063329

LIMIT 5 - Coupon valid through 1/22/18*

CHICAGO ELECTRIC POWER TOOLS — SUPER COUPON

RECIPROCATING SAW WITH ROTATING HANDLE

Customer Rating

SAVE 66%

$19.99

$29.99 Compare $59.99

ITEM 61884/65570 62370 shown

58065114

LIMIT 6 - Coupon valid through 1/22/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

LOW-PROFILE CREEPER

Customer Rating

40"

19"

SAVE 75%

- 300 lb. capacity

$19.99

$27.99 Compare $79.99

ITEM 69262/63424/63372 shown

58068221

LIMIT 4 - Coupon valid through 1/22/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

VEHICLE POSITIONING DOLLY

SAVE $199

Customer Rating

- 1250 lb. capacity

$69.99

$89.99 Compare $269

ITEM 62234/61917 shown

58070411

LIMIT 5 - Coupon valid through 1/22/18*

HARDY — SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

SIZE	ITEM
MED	68496/61363
LG	68497/61360
X-LG	68498/61359

- 5 mil thickness

SAVE 53%

Item 68498 shown

YOUR CHOICE $5.99

Customer Rating

$7.99 Compare $12.99

58072705

LIMIT 9 - Coupon valid through 1/22/18*

CHICAGO ELECTRIC WELDING — SUPER COUPON

240 VOLT INVERTER PLASMA CUTTER WITH DIGITAL DISPLAY

Customer Rating

SAVE $850

$449.99

$699.99 Compare $1499.99

ITEM 62204

58078895

LIMIT 3 - Coupon valid through 1/22/18*

VIKING — SUPER COUPON

LITHIUM ION JUMP STARTER AND POWER PACK

Customer Rating

SAVE 16%

$69.99

$79.99 Compare $84.19

ITEM 62749

58079841

LIMIT 4 - Coupon valid through 1/22/18*

HaulMaster — SUPER COUPON

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating

- 400 lb. working load

SAVE 80%

$6.99

$12.99 Compare $34.95

ITEM 63056/63057/63094 63150/61524/90984 shown

58083560

LIMIT 9 - Coupon valid through 1/22/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

- 300 lb. capacity

Customer Rating

SAVE 42%

$19.99

$25.99 Compare $34.99

ITEM 61160/61896/63456/46319 shown

58085434

LIMIT 7 - Coupon valid through 1/22/18*

PITTSBURGH — SUPER COUPON

18 PIECE SAE AND METRIC T-HANDLE BALL END HEX KEY SET

SAVE 47%

Customer Rating

$12.99

$17.99 Compare $24.97

ITEM 63167 63166/96645 shown

58089244

LIMIT 6 - Coupon valid through 1/22/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

3 TON HEAVY DUTY STEEL JACK STANDS

SAVE 64%

Customer Rating

$17.99

Compare $49.99 $21.99

ITEM 62392/69597/38846/61196 shown

58301567

LIMIT 5 - Coupon valid through 1/22/18*

800+ Stores Nationwide • HarborFreight.com

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 1/22/18.

At Harbor Freight Tools, the "Compare" or "comp at" price means that the same item or a similar functioning item was advertised for sale at or above the "Compare" or "comp at" price by another retailer in the U.S. within the past 180 days. Prices advertised by others may vary by location. No other meaning of "Compare" or "comp at" should be implied. For more information, go to HarborFreight.com or see store associate.

UPDATE BMW 530i | BMW M2 | CHEVROLET CAMARO SS

GARAGE

Words *Motor Trend Editors*

ARRIVAL 2017 Ford F-250 Super Duty King Ranch Jonny Lieberman

"A lot changes when you have your first son. You have to make practical choices, like trading in 707 horsepower for 925 lb-ft of torque."

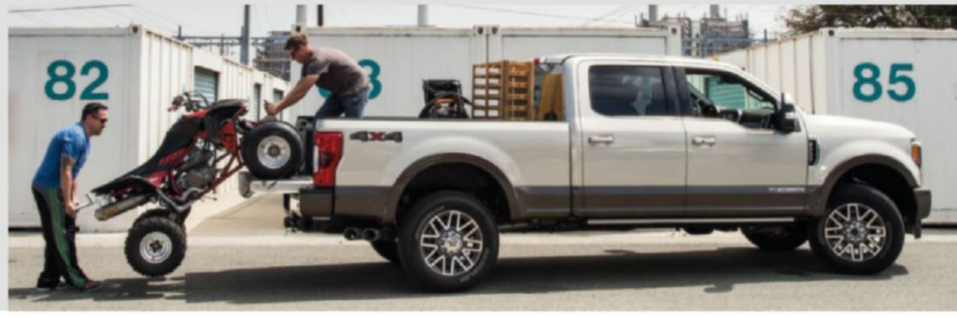
EPA CITY/HWY/COMB FUEL ECON NOT RATED BASE PRICE $58,950 PRICE AS TESTED $78,355

I have made a terrible mistake. To understand what I mean, we have to back up to earlier this year, before my now 6-month-old son, Richard, was born (definitely not the mistake).

Executive editor Mark Rechtin was trying to assign me a new long-term vehicle. In an email subjected "Durango Dad," Mark wrote: "Figured you might need something a bit more kid-friendly than the long-term Hellcat you're getting out of. Arriving this week is the new Durango. Seems like that might make a good fit for your situation, yes?" Mark was thinking very logically, but of course I've made a career out of being an obstinate weirdo. So no thank you, I'm not going to be a Durango Dad. I elected instead to wait until our 2017 Truck of the Year long-termer, a two-tone Ford F-250 King Ranch 4x4, showed up. Call me Super Duty Dad!

I like having slightly left-of-center long-term vehicles. Helps me think of interesting things to do with them. My first was a Cadillac CTS-V wagon with a six-speed manual. I drove that dreamboat across 11 states, plus Germany and Holland. After that I had a Jaguar F-Type R—the 2015 model, the only year the 550-hp monster had rear-wheel drive—and I can still show you where some tire marks are. The Charger Hellcat, well, a 707-hp family sedan speaks for itself. I also had a Volvo S60 T5, but all I can remember about it are the seats. They were exceptional. I figured that a 4-ton (8,020 pounds on our scales), 21-foot behemoth with 925 lb-ft of torque would make the perfect late-night diaper runner. You know what? I was right. For about three weeks.

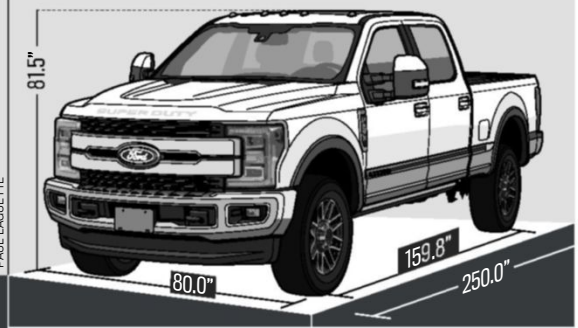
When Richard was not quite 2 months old, we moved into our new home. At our old house I could have easily parked a fleet of Super Duties, no problem. That old dump was parking nirvana, so to speak. The new pad? Well, the listing read "at the end of a cul-de-sac on a private street." It turns out that's Realtor-speak for "at the narrow dead end of a street not maintained by the city of Los Angeles." Although the whole family loves the new digs, I am slightly less in love with the big Ford. About 100 of its 250 inches sticks out onto said "private street" when the F-250 is in our driveway. Did I mention that this is the short-wheelbase Super Duty Crew



CHEVROLET BOLT EV	CHEVROLET COLORADO Z71 DURAMAX	DODGE CHARGER SRT HELLCAT	DODGE DURANGO GT	ARRIVAL FORD F-250 SUPER DUTY	HONDA CIVIC TOURING	UPDATE HONDA CR-V AWD TOURING	HONDA HR-V EX
HYUNDAI TUCSON LIMITED AWD UPDATE	JEEP RENEGADE SPORT UPDATE	MERCEDES-BENZ GLC300 ARRIVAL	MINI COOPER S CLUBMAN ALL4	NISSAN TITAN XD PRO-4X DIESEL	SUBARU LEGACY SPORT UPDATE	TOYOTA MIRAI	VOLVO XC90 AWD

RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2017 Ford F-250 4x4 King Ranch



PAUL LAQUETTE

CO2 emissions Not rated		MT figure eight 28.8 sec @ 0.57 g (avg)
7.1 sec 0-60 mph	15.5 sec @ 89.0 mph Quarter mile	160 ft Braking distance, 60-0 mph

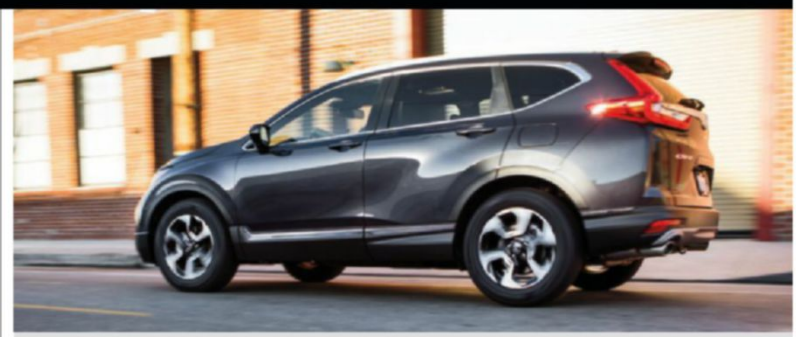
Vehicle Layout Front-engine, 4WD, 5-pass, 4-door truck
Engine 6.7L/440-hp/925-lb-ft turbodiesel OHV 32-valve V-8
Transmission 6-speed automatic
Lateral Acceleration 0.70 g (avg)
Curb Weight (F/R Dist) 8,020 lb (59/41%)
Energy Cons, City/Hwy Not rated

Cab? The long-wheelbase version is 16 inches longer! I can park it in front of the house, but then I have to back it down a kinked, narrow hill and then roll out half-blind and backward onto a busy four-lane street. What I've been doing is parking it at the bottom of the hill and walking up. Did I mention the record high temperatures we've had in L.A.?

Obviously, none of the above is the truck's fault. After all, part of the reason we unanimously voted it our 2017 Truck of the Year was because of its mighty capabilities, such as being able to carry 7,630 pounds in its bed. That's more than many trucks and SUVs can tow! Those big ol' capabilities are strongly correlated to the Super Duty's bulk, its mass, and its sheer supertruck scale. There's nothing wrong with the F-250. The problem is all me. Well, it's all my house, but you get the point.

Parking woes aside, I dig everything else about "my" new $78,355 ride. I'm riding around in the ludicrously decadent King Ranch version, loaded with $19,405 in options, sitting up high above it all. Everything is wrapped in leather. Can I get enough of the giant, panoramic sunroof? Hell no! What's that? Your truck doesn't have heated, cooled, and massaging seats? Are you sure it's really a truck? As for what I'm going to be doing with my big, difficult-but-not-too-difficult-to-park yearlong rolling brute squad, stay tuned. But I'm thinking a road trip is definitely in order.

The prospect of maneuvering such a big truck might be daunting to some, but the Super Duty's cameras help.



2017 Honda CR-V Touring AWD Brian Vance

"The CR-V delivered a figure-eight time of 27.9 seconds, beating the previous CR-V time of 28.1, all while offering an additional 1.5 inches of ground clearance."

Service life / 2 mo/5,234 mi
Avg CO2 / 0.68 lb/mi
Energy cons / 116 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $34,595
As tested / $34,595

AVG MPG FUEL ECON 28.6 MPG

It's been noted that Honda has made a significant leap in performance dynamics with this fifth-generation CR-V and that it's handling is largely improved over the previous model. But so far during my long-term journey with it, my wheel time has been spent commuting in the thickets of L.A.'s most famously congested freeways, unable to explore the CR-V's evolved capabilities. So until I get some open-road seat time, I'm relying in the keen observations and data collection of seasoned test drivers Kim Reynolds and Chris Walton to detail and describe the CR-V's newfound abilities during their time with it on the pavement of our various test venues within the Auto Club Speedway in Fontana, California.

Walton reported that during test-track acceleration, the CVT inserts "upshifts" when run in both Drive and Sport. But when placed in Low, the CVT does not upshift, and the acceleration improves by 0.1 second to 60 mph and by 0.3 second in the quarter mile, adding 2 mph to the trap speed. Walton also noted no apparent heat soak problems—the quarter-mile trap speeds remained tightly grouped each run. All this helps the 2017 CR-V to a 7.5-second 0–60 time, shaving 1.2 seconds off our previous-gen long-term CR-V's time.

When it was run through our braking test, Walton noted that although the vehicle displayed lots of dive, its rear end stayed put, and the CR-V maintained good straight-line stability. There was some hard-tire noise from the tires scratching the pavement, but the ABS did not display any buzzing or vibrations. From 60 mph the CR-V managed to stop in 115 feet, and that distance grew by just 6 feet from the first to the fourth stop.

Often when shifting from "S" or "L" back to "D" the selector will annoyingly overshoot "D" and end up in "N."

Reynolds was behind the wheel for the figure-eight test and described the vehicle's dynamics as pretty nondescript. He says that the key is to manage the stability control by calming down the steering input, basically just get your foot down on the throttle, calmly hold the steering wheel at the necessary angle, and wait for the road to straighten out so that the vehicle can accelerate. Reynolds also noted lots of pitch and roll, but he said that it's well damped.

No replacement for displacement? The Hyundai Tucson's 1.6-liter turbo-four begs to differ.

2017 Hyundai Tucson Limited AWD Chris Clonts

"Fellow warehouse shopper to me: 'ORANGE you glad your car is easy to find?' #oof #DadJokes #ShesNotMyDad"

Service life / 2 mo/2,716 mi
Avg CO2 / 0.90 lb/mi
Energy cons / 153 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $32,070
As tested / $32,195

AVERAGE FUEL ECON 21.5 MPG

I've been really impressed with the 1.6-liter turbo-four in our very orange Tucson Limited AWD.

I know, I know, but I'm not that far removed from owning a "compact" Ford Granada, which had an enormous-by-comparison 4.1-liter I-6 dragging its 3,120 pounds. That's about 500 pounds less than the Tucson, and the Tucson is muuuch livelier.

I mean, think about that in terms of 2.0-liter bottles of Diet Pepsi (my soda of choice). The Ford would be two side by side. For the Tucson, I'd need less than one. Amazing times, indeed.

The engine has good throttle response for a general-purpose, urban-aimed crossover. It has none of the overly eager tip-in of my former long-term Subaru Outback. It's easy to have a leisurely or an aggressive start—without leaving your passengers wearing the contents of their water bottles.

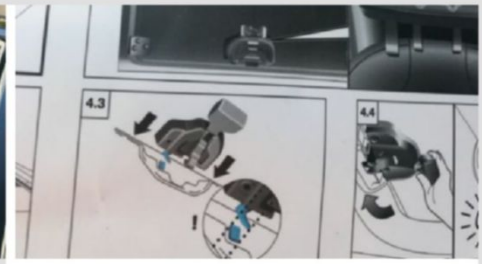
I can't disagree with our test team's comments, which included things such as "modest though acceptable power" and "perfectly fine for the vast majority of this crossover's consumers, but boring."

They got the Tucson from 0 to 60 mph in 7.9 seconds. That's more than decent for the engine size and only 0.4 second slower than the top-selling 2017 Honda CR-V AWD, which is powered by a 1.5-liter turbo-four, and 0.4 second quicker than the 2017 Mazda CX-5 Grand Touring and its 2.5-liter naturally aspirated I-4.

An interesting but ultimately nondamaging observation: The test team noticed that although the Tucson's redline is indicated at 6,500 rpm, the limiter kicks in at 6,000. When would anyone have a Tucson anywhere near that? There is one instance we've run into. The seven-speed dual clutch works well, if biased toward fuel economy. But when the pedal goes to the floor and then is instantly pulled back—darting across an intersection—it's almost as if the clutch disengages, and the engine revs up to redline before coming back down to reality and engaging again.

It's not unsafe, just a quirk that's alarming and low-level annoying the first few times it happens.

The Tucson did the quarter mile in 16.2 seconds, with a trap speed of 85.5 mph. It came to a stop from 60 mph in 120 feet. That's 8 feet sooner than a 2016 RAV4 SE but 5 feet later than the CR-V.



The instructions seem simple enough at first glance, but they're not helpful if you get stuck.

2017 Jeep Renegade Sport 4x4 Jesse Bishop

"There are only so many times you can hear a jeering "hey hey hey" beckoning from across a parking lot—or from a nearby cubicle—before you decide to embrace it."

Service life / 4 mo/2,911 mi
Avg CO2 / 0.98 lb/mi
Energy cons / 169 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $20,990
As tested / $26,585

AVG MPG FUEL ECON 19.8 MPG

Four months and too few miles into my time with the Renegade, I've finally tried out one of its most expensive add-ons: the $1,095 MySky roof.

What is the MySky roof? It's celebratory sign language flying toward the heavens as two young friends cruise down a quiet road, dusk settling over the countryside. It's cheerful suburban hipsters casually loading instruments without ever opening a door. It's a brief glimpse of an urban fantasy soaring overhead. Or so suggests the infamous ad rife with idyllic depictions of the millennial lifestyle, the Jeep the willing sidekick for every Tinder bio #adventure. Natch, I felt compelled to test it.

On my first attempt to remove the roof, I pulled the handle to pop out the front panel, but it was jammed. I spent 15 minutes trying to figure out how to dislodge it, eventually settling on pushing as hard as I could until it came out or broke. (It didn't break.) The rear took seconds. All in, removal and storage took 26:57. Subsequent attempts took a few minutes. Was my initial struggle emblematic of bad instructions, or was it user error? IDK.

With the roof off, the Renegade drives like, well, a small SUV with the roof off. You're exposed to the elements, which is kind of the point. Wind noise rises, but it doesn't seem notably worse than driving with the windows down. Only once did I feel compelled to throw my hands up toward the sky. Overall, it doesn't strike me as the coolness-affirming feature I was led to believe it could be.

Not that it needs to be that to be worth the price. As someone who prefers windows-down driving, I'd say the MySky roof deserves consideration, but YMMV. And know that even if you RTFM, you might be left a little frustrated at first. Once you get the hang of it, though, you're probably only a quiet road on a starlit night away from paradise.

2017 Subaru Legacy 2.5i Mike Royer

"I asked, and you delivered! Thanks, everyone. Keep the questions coming @MT_Royer and MotorTrendRoyer@gmail.com."

Service life / 6 mo/9,979 mi
Avg CO2 / 0.72 lb/mi
Energy cons / 125 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $24,815
As tested / $28,998

AVERAGE FUEL ECON 26.9 MPG

In the last update, I asked what you wanted to know about the Legacy. Here are some answers.

Does the front end of the 2017 Legacy scrape on normal parking curbs? @ndallas3

I tried a few parking curbs around the office and on the way home. The Subie cleared every one. I liked this question because besides the obvious damage the scraping does, it also creates all kinds of low-level stress. It causes you to drive tenderly around any sized dip in the road and puts you on edge waiting for it to happen again when parking. The annoyance isn't severe, but it puts you in a bad mood, and you end up resenting the car.

It seems trivial, but knowing this before you buy a car might be a good tiebreaker.

@zhardy4 wants to know if **the Legacy passes the "picking up in-laws and their luggage at the airport test."** Because I like to think positively, I say we make this the **"taking the in-laws and their luggage to the airport test."**

The passenger portion is easy. Yes. If you're willing to get a little close—and we're all family here—an adult can sit between the two passengers in the back seat comfortably and safely.

The Subie's trunk has space for multiple full-size and carryon suitcases with room to spare.

As for luggage, unless they're hightailing it out of the country with all their possessions, you should have no trouble sending them and their three suitcases back to where they belong ... which is anywhere but your house #amiright?

John Harris emails **"I'm almost 70 years old and would like to know that I can get out of the driver's seat without the local rescue squad."**

I'm sure the rescue squad appreciates that. Those adrenaline junkies don't want to waste their time with easy rescues when what they really want is to use the Jaws of Life every chance they get.

When you have to fall into your seat because it sits too low and then later you need to hoist yourself out, it makes a day of errands torture, and you dread driving your car. Anything that makes you dread driving is the sworn enemy of *Motor Trend*.

I can report getting into and exiting the vehicle is pretty easy. No contortions or controlled falls while loading myself and no Olympic feats of upper-body strength to pull myself out. So, for me, it hits the sweet spot of ingress and egress.

2017 BMW 530i Mark Rechtin

"Tight parking space? Have no fear backing in. BMW's excellent 360-degree/close-up camera system and proximity sensors are here to help."

Service life / 4 mo/5,733 mi
Avg CO2 / 0.85 lb/mi
Energy cons / 147 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $52,195
As tested / $72,135

REAL MPG FUEL ECON 22.8 MPG

Safety is a crucial element in the car-buying process. There are so many regulatory tests in so many countries that it's routine for a car to have a weak link by favoring one test over another.

The sore spots of our 530i's predecessor have been addressed. Our model achieved Good scores in all five crash tests conducted by IIHS. (NHTSA has not yet tested the 2017 5 Series sedan.)

With that reassuring safety data, I began investigating some of the safety systems that prevent crashes in the first place—most notably the car's onboard cameras and sensors.

When you are driving around, notice all the cars around you with those low-speed scrapes and dings. We are a nation of bad parkers. But with the 530i, parking should never make you sweat.

With surround-view and close-up cameras in addition to ultrasonic proximity systems, the 530i glides into the tightest of spaces in our pole-festooned parking structure. Laid over a crisp video screen, guiding lines based on steering angle, color coding of obstacle distance, and audio cues for urgent matters give the driver all the information needed to squeeze between our Nissan Titan pickup and the hulking *Roadkill* van. Yes, a lot of cars have this technology. But the BMW executes this task very quickly and very, very well.

I've also tested the low-speed crash avoidance system, which is essentially a noisy alert to hit the brakes if you are distracted. If you're looking over your shoulder to change lanes and the car in front stops short, you have an electronic friend to save your skin. In smart cruise-control mode, the Bimmer will brake for you, too.

Now that we know its track-test times—and know it's safe and can park in a closet—the next installment will test the Bimmer's real-world manners to see if it lives up to its marketing premise as the Ultimate Driving Machine.

One thing we like: You don't need to spend stupid money to get a "good one."

ARRIVAL 2017 Mercedes-Benz GLC300 Christian Seabaugh

"With keys in hand break-in period in the past, I look forward to spending a year with the Mercedes-Benz GLC300 and the open road."

EPA CITY/HWY/COMB FUEL ECON 21/28/24 MPG **BASE PRICE** $42,075
PRICE AS TESTED $52,405

The best part about awarding a vehicle an Of The Year award is getting the opportunity to spend more quality time with it over a yearlong loan. After rightfully earning our 2017 SUV of the Year award, our new long-term 2017 Mercedes-Benz GLC300 4Matic has finally joined the *Motor Trend* fleet.

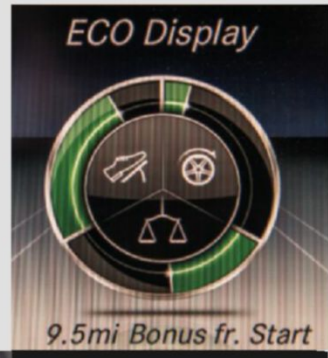
Our new GLC300 long-termer comes well equipped from the factory, with a sticker price of $50,405. The standard powertrain is a 2.0-liter turbocharged I-4 making 241 hp and 273 lb-ft of torque, paired with a Mercedes-developed nine-speed automatic. Comfort features such as Mercedes' COMAND infotainment system, Bluetooth, dual-zone automatic climate control, power seats, split-folding fold-flat rear seats, and a power liftgate are all baked into the sticker price. On the safety front, standard features include a full suite of collision-prevention tech and a rearview camera, among other things.

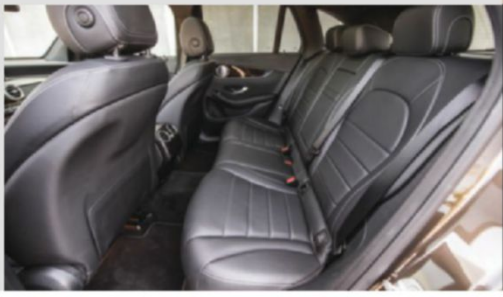
Like most luxury vehicles, it's quite easy to drop a ton of money at the dealer if you're not careful with the options list. One of the things we liked so much about the GLC when we named it SUV of the Year was that you didn't need to spend stupid money in order to get a "good one." So to put our money where our mouths are, we were pretty stingy with options—skipping nice-to-have items and prioritizing must-have hardware.

We started with Mercedes' 4Matic all-wheel-drive system, which adds $2,000 to the rear-drive base price. We plan on making lots of road trips in the GLC, and should California repeat last year's record wet winter, snow is a real possibility—and besides, what's the point of getting an SUV if you don't have all- or four-wheel drive?

Next, we added the $3,600 Premium package 2, which adds blind-spot monitoring, navigation, satellite radio, ambient lighting, and a few more features to make said road trips more comfortable. Adding the Premium package forces the addition of the Burmester surround-sound system for $850 and heated front seats for another $580. We rounded out our option list with Dakota Brown Metallic paint for $720, a heated steering wheel for $250, $850 LED headlights, and a $1,480 panoramic sunroof—a feature we expect our photographers to make good use of when the GLC300 inevitably gets drafted as a support vehicle for car-to-car photography.

Some of the stuff that we skipped includes bigger—and admittedly more attractive—19- and 20-inch wheels in favor of the standard 18-inch wheels with all-season tires and their better ride quality. Similarly, we also opted to skip the $1,900 air suspension in favor of the standard steel springs, and we chose to keep the MB-Tex leatherette upholstery instead of opting for full leather to save some cows and some dough. Mercedes' leatherette is nice enough that we won't miss the leather.





SPECS 2017 Mercedes-Benz GLC300 4Matic

Vehicle Layout Front-engine, AWD, 5-pass, 4-door SUV
Engine 2.0L/241-hp/273-lb-ft turbo DOHC 16-valve I-4
Transmission 9-speed automatic
Lateral Acceleration 0.80 g (avg)
Curb Weight (f/r dist) 4,006 lb (53/47%)
Energy Cons, City/Hwy 160/120 kW-hrs/100 miles

CO2 emissions **0.82 lb/mile**		MT figure eight 27.3 sec @ 0.65 g (avg)
6.9 sec 0-60 mph	15.2 sec @ 89.6 mph Quarter mile	126 ft Braking distance, 60-0 mph

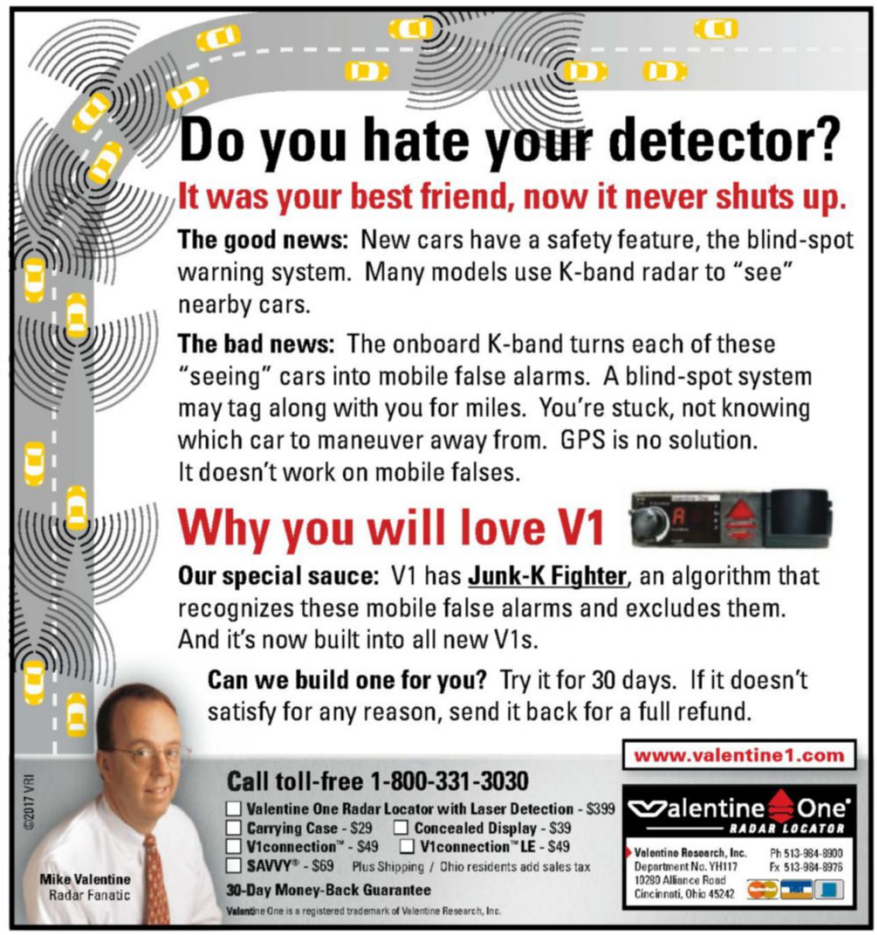
The 2017 SUV of the Year-winning Mercedes-Benz GLC300 is a nice place to spend time even if you don't pile on the extras.

I spent the first month with our GLC300 breaking it in so that it could go through our full battery of instrumented testing. The break-in procedure lasts for the first 1,000 miles and is pretty simple: drive in Eco mode, don't exceed 4,000 rpm, don't manually downshift, and don't push the throttle past the kickdown point. One-thousand miles later, our GLC was ready for testing.

With 241 hp on tap and a curb weight just over 4,000 pounds, the Mercedes GLC isn't fast, but it's plenty quick. The 0–60 acceleration run takes our GLC300 4Matic 6.9 seconds, and the quarter mile passes by in 15.2 seconds at 89.6 mph. In our 60–0 emergency brake tests, the Mercedes needs a respectable 126 feet to come to a stop—a figure road test editor Chris Walton suspects could be improved with stickier tires because our GLC300's stock Pirelli Scorpion Verde all-seasons have a high treadwear rating of 500. Handling performance is similarly worthy but could also be improved with stickier rubber; our GLC averaged 0.80 g on the skidpad and lapped the figure eight in 27.3 seconds at 0.65 g average.

We've yet to Real MPG our GLC300, but the last similarly equipped model we tested achieved 19.6/26.5/22.2 mpg city/highway/combined. The EPA rates our GLC at 21/28/24 mpg.

Since testing we've begun to rack up the miles in our new GLC300. With three major road trips planned, I'm looking forward to seeing how our 2017 SUV of the Year holds up after 20,000 miles and 12 months in our hands.



The Mazda CX-3 is oriented toward driving enjoyment, but its 11.9-gallon fuel tank forces frequent interruptions to the fun.

2016 Mazda CX-3 AWD (Grand Touring) Benson Kong

"After spending a year with the Mazda CX-3 and many more with the *Motor Trend* team, there's only one thing left to say: Goodbye!"

It lives on my driveway, doesn't leak engine oil (much), and is a bit beat up. And for months, it would have no choice but to stare at this Soul Red interloper.

"It" is my personal Mazdaspeed Protegé, and it was probably confused by the presence of its distant relation. I couldn't blame my old-timer. For months, in the back of my mind, the Mazda CX-3 felt like a fish out of water. It's segmented as a crossover utility vehicle but mostly misses the mark on the promise of utility. My passengers saddled in the second row would often make a negative comment about the available space or the ease of entry and exit. (Those shapely rear doors come at an ergonomic cost.) Or people would simply laugh at their situation. Humor helps, I suppose. The CX-3 does have useful i-Activ all-wheel drive, which never made a misstep during the inclement weather it experienced.

Another laughing matter was the cargo area, charitably listed at 10.1 cubic feet with the rear seat in place. Measured up to the privacy cover, which is standard on the Grand Touring trim and optional on the Touring, there is noticeably less volume than the Protege's 12.9-cubic-foot sedan trunk. The space wasn't a problem when it was just the missus and me, but there were times when I had more passengers and stuff than the CX-3 wanted. This is a nonissue with most of its subcompact peers, including the Honda HR-V and Jeep Renegade.

All this doom and gloom goes out the window in Sport mode. The CX-3 pleasingly feels like it needs the least amount of prodding to get rolling. Sport engages the enthusiast-friendly transmission logic that is unbelievably in sync with the Skyactiv 146-horsepower 2.0-liter four-cylinder. The CX-3 is genuinely impressive and fun to hustle, and it doesn't take long to realize this CUV's calling.

True to the brand's mission, all points of driver contact related to driving (steering, foot pedals, paddle and console shifters) are tuned perfectly and meld quickly with the driver. But there's a sharp ride and handling trade-off. Wearing 215/50R18 tires on its front strut and rear torsion beam suspension—it's based on the global Mazda2/Demio

Service life / 15 mo / 35,386 mi
Base price / $27,120 **Options** / GT i-ACTIVSENSE package ($1,920: adaptive cruise control, Smart City Brake Support, Smart Brake Support, lane departure warning, high-beam control, automatic headlights), Mazda Mobile Start ($550), Soul Red paint ($300), rear bumper guard ($100)
Price As tested / $29,990 **Avg CO2** / 0.69 lb/mi
Problem Areas / Glove box fitment
Maintenance cost / $534.45 (4-oil change, inspection, tire rotation; 1-cabin air filter, rear differential service)
Normal-wear cost / $137.10 (A/C system check and recharge) **3-Year Residual Value*** / $20,900 **Recalls** / Liftgate support struts

REAL MPG CITY/HWY/COMB FUEL ECON 24.4/31.1/27.0 MPG

*IntelliChoice data; assumes 42,000 miles at the end of three years

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2016 Mazda CX-3 AWD (Grand Touring

POWERTRAIN/CHASSIS	
DRIVETRAIN LAYOUT	Front-engine, AWD
ENGINE TYPE	I-4, alum block/head
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	121.9 cu in/1,998cc
COMPRESSION RATIO	13.0:1
POWER (SAE NET)	146 hp @ 6,000 rpm
TORQUE (SAE NET)	146 lb-ft @ 2,800 rpm
REDLINE	6,500 rpm
WEIGHT TO POWER	20.5 lb/hp
TRANSMISSION	6-speed automatic
AXLE/FINAL-DRIVE RATIO	4.33:1/2.59:1
SUSPENSION, FRONT; REAR	Struts, coil springs, anti-roll bar; torsion beam, coil springs
STEERING RATIO	15.8:1
TURNS LOCK-TO-LOCK	2.6
BRAKES, F; R	11.6-in vented disc; 11.1-in disc, ABS
WHEELS	7.0 x 18-in, cast aluminum
TIRES	215/50R18 92V M+S Yokohama Avid S34
DIMENSIONS	
WHEELBASE	101.2 in
TRACK, F/R	60.0/59.9 in
LENGTH X WIDTH X HEIGHT	168.3 x 69.6 x 60.9 in
GROUND CLEARANCE	6.2 in
APPRCH/DEPART ANGLE	14.0/20.7 deg
TURNING CIRCLE	34.8 ft
CURB WEIGHT	2,997 lb
WEIGHT DIST, F/R	59/41%
TOWING CAPACITY	Not rated
SEATING CAPACITY	5
HEADROOM, F/R	37.6/37.2 in
LEGROOM, F/R	41.7/35.0 in
SHOULDER ROOM, F/R	53.5/50.4 in
CARGO VOLUME BEH F/R	42.3/10.1 cu ft
TEST DATA	
ACCELERATION TO MPH	
0-30	2.8 sec
0-40	4.4
0-50	6.1
0-60	8.4
0-70	11.1
0-80	14.5
PASSING, 45-65 MPH	4.5
QUARTER MILE	16.4 sec @ 83.9 mph
BRAKING, 60-0 MPH	118 ft
LATERAL ACCELERATION	0.84 g (avg)
MT FIGURE EIGHT	27.6 sec @ 0.60 g (avg)
TOP-GEAR REVS @ 60 MPH	2,000 rpm
CONSUMER INFO	
STABILITY/TRACTION CONTROL	Yes/yes
AIRBAGS	Dual front, front side, f/r curtain
BASIC WARRANTY	3 yrs/36,000 miles
POWERTRAIN WARRANTY	5 yrs/60,000 miles
ROADSIDE ASSISTANCE	3 yrs/36,000 miles
FUEL CAPACITY	11.9 gal
EPA CITY/HWY/COMB ECON	27/32/29 mpg
ENERGY CONS, CITY/HWY	125/105 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.67 lb/mile
REAL MPG, CITY/HWY/COMB	24.4/31.1/27.0 mpg
RECOMMENDED FUEL	Unleaded regular

platform, which also underpins the Toyota Yaris iA—the ride can feel stiff-legged and tiring over long drives. But the CX-3's heart is in its handling, and it is exceptionally well controlled in that area, always at the ready to bend to the driver's will.

The Emissions Analytics team put the CX-3's Sport mode to the test on the Real MPG loop. The Sport programming holds the lower gears longer to rev the engine higher, and the six-speed automatic never shifts into its fifth and sixth overdrive gears on the highway (fourth is a 1:1 ratio). Because of those vehicle parameters, the analysis put out fuel economy ratings of 22.0/28.8/24.6 mpg city/highway/combined. When driven normally, a Real MPG of 24.4/31.1/27.0 was attainable.

Our final fuel economy penciled out to an average of 28.1 mpg after 35,386 miles, tracking about the same as the long-term HR-V with front-wheel drive and a six-speed manual. A complaint common in the subcompact realm revolved around the driving range and the size of fuel tank (11.9 gallons). The CX-3 breached 300 miles on a tank just three times in 150-plus fill-ups, and it frequently requested topping off before the 250-mile mark. Testing director Kim Reynolds owns the single farthest drive on a tank at 311.4 miles, and he had to draft a semi on a remote stretch of California highway with the climate control off to make it to the next Chevron station, all with the low fuel light glaring fiercely before his weary eyes.

The CX-3 should prove to be reliable and reassuring to those who would be thrilled to be in any new vehicle, period. It was serviced four times at a cost of $534.45, about in line with the long-term

2013 CX-5, which demanded $456.21 over 28,831 miles, but it's important to note the all-wheel-drive CX-3 required a drain and fill of its rear differential fluid, but the front-wheel-drive CX-5 naturally didn't. The long-term 2011 Nissan Juke expensed $471.35 for upkeep after 24,757 miles.

There were a few hiccups. Our glove box wouldn't sit flush and couldn't be adjusted to do so. A warmed-up engine sounds like it has a harder time firing up than when it's cold, though the inline-four always started when asked. An unfortunate accident involving a Cadillac Escalade ramming the driver-side rear quarter-panel knocked the CUV into the body shop for more than a month.

The most baffling fault was the A/C blowing warm before the odometer hit 30,000 miles. The A/C system was double-checked for leaks, but it checked out fine and was recharged for $137.10. My 14-year-old Protegé's A/C, however, still blows cold.

A CX-3 won't be living at my home anytime in the near future, but I'm certain its merits will earn it a place in many other driveways.

True to Mazda's mission, all points related to driving meld with the driver.

The Mazda CX-3 is not a vehicle without fault, but when you're here, in the driver's seat, its strengths really shine through.

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How To: Repair Your Body

In a year when several health discoveries have already made headlines, this one may be the biggest yet.

Dr. Rand McClain, the Los Angeles based "Doctor to the Stars," released his new technique for what some are calling the Body Restore formula.

His science is based on technology that was actually partially banned by a U.S. Establishment in 2001. However, Dr. McClain and his partners have found a way that allows them to go and take their discovery straight to the American people.

Dr. McClain revealed he's already offering to his celebrity and pro-athlete clients with incredible results.

In the video presentation, he details how some very big name athletes are achieving increased strength, healthier bodies, and even more energy.

But what's really turning heads is that McClain isn't offering this as an injection, surgery, or medical procedure — which is what his health clinic in Los Angeles is famous for.

Instead, the method involves one simple thing: A drink. He has all the clinical trials, the data, he's conducted the test groups...it not only works, it works really well. McClain feels the technique — which has been shown in clinical trials — works best for people over 40, particularly those who may be experiencing excessive fatigue, weaker bodies, and even foggy thinking.

And when Dr. McClain dropped the final bombshell — video footage of the results he experienced after using the method on himself — it became clear that the discovery is nothing short of groundbreaking, of course your indivitual results will vary, as with any new method.

While surgery is the benchmark and Dr. McClain charges $20,000 and up, he feels he can offer Americans a new method which provides outstanding results.

But the latest development in this story came when

the video version of the presentation was made available to the public online. As of this writing, the video has over 3 Million views and is quickly becoming a social media phenomenon.

This is the video that many might not want people to see. But if the link is working, that means the video is still viewable…for now.

Watch the shocking presentation at **www.LCR52.com**

Dr. McClain calls out both the medical industry and certain agencies. One viewer commented: "Why did I not know this before? Rand is telling it like it is... we need more doctors like this!"

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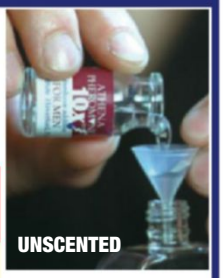

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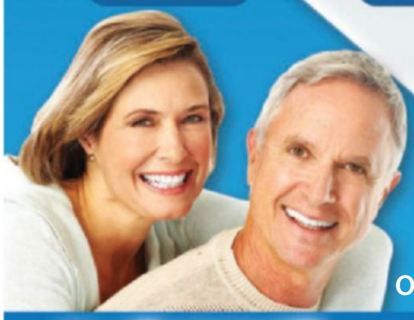

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Angus MacKenzie

The Big Picture

THE ESCALADE DILEMMA

WHY NEW CADILLAC DEPENDS ON AN OLD IDEA

New York–based Cadillac might portray itself as cool, edgy, and urban these days, but it can't live without a vehicle whose DNA is deeply encoded with heartland perceptions and values. A vehicle that, like the hapless Cimarron, started life as a cynical corruption of a brand that once proclaimed itself "The Standard of the World." Yes, we're talking about the Escalade.

The original Escalade was a GMC Yukon Denali—itself a fancy Chevy Tahoe—with wreath-and-crest badges and some wood 'n' leather inside. It was GM's panicked riposte to the Lincoln Navigator, the gussied-up Ford Expedition that helped topple Cadillac from its position as America's No. 1 luxury brand for the first time in history. Today's Escalade more deftly riffs on current Cadillac design cues, and the interior is laden with luxury car prerequisites. But no amount of window dressing can disguise the fact that it remains a truck in a tux, obviously related to quotidian Tahoes and Yukons.

That hasn't stopped it from outselling all of Cadillac's car lines in the U.S., and by a considerable margin at that. At the time of writing, combined Escalade and Escalade ESV sales this year made it the brand's No. 2 model line—only a hair behind the much less expensive SRX crossover. As the priciest Cadillac you can buy, the Escalade is also hugely profitable. Most of the $24,000 to $40,000 price premium the Escalade commands over a fully loaded Tahoe is pure gravy. GM's bean counters love this thing.

There's no polite way to say this: An SUV that's more truck than limousine is Cadillac's flagship vehicle, its halo model. That sound you hear is Brooklyn marketing hipsters sobbing into their Aperol spritzes.

Over the past decade, Cadillac planners have looked several times at the idea of moving the Escalade off GM's truck architecture. But the math has proven inescapable, so the next-gen Escalade will also share hardware and key components with forthcoming Tahoe and Yukon models.

Well-placed GM insiders insist Caddy's flagship will benefit from the fundamental improvements in performance, refinement, and quality being baked in across GM's next-gen pickup and full-size SUV architecture. The new Escalade will get independent rear suspension and air springs that will deliver significant improvements in ride quality and overall refinement.

Ditching the current model's heavy, cumbersome live axle will also enable GM designers to lower the floor at the rear, allowing—at last—decent legroom for third-row passengers. GM's 420-hp, 460-lb-ft 6.2-liter V-8 will remain the workhorse engine, but Cadillac will likely also offer a supercharged V-8 similar to that used in the CTS-V, tuned to deliver more than 600 hp and 600 lb-ft of torque. Both engines will drive through the new 10-speed automatic jointly developed by GM and Ford. (It's still odd to hear that, I know.)

The next Escalade should be the best version ever, though it remains to be seen how thoroughly Cadillac will sweat the details. The current model's clunky and clumsy analog column shifter, something straight out of a Silverado pickup, is one obvious gargoyle that needs slaying. Escalade drivers ought to be able to shift between park, reverse, and drive with their fingertips instead of having to arm wrestle a relic from the 1960s.

Regardless, the next Escalade will be a stopgap. No matter how well dressed or how well engineered, a body-on-frame truck simply cannot deliver the performance, ride, handling, quietness, interior room, and energy efficiency customers outside North America will demand if they are seeking a legitimate alternative to a full-size Range Rover or Mercedes-Benz GLS.

In the meantime, Cadillac is racing to determine exactly what sort of vehicle can finally redefine one of America's great luxury brands in the 21st century. This much is clear: With the market for large sedans collapsing, it will be a unibody crossover of some kind. Tougher emissions rules mean it will likely be available with a high-performance hybrid powertrain or even be fully electric drive from the get-go. To make it happen, though, Cadillac needs its truck in a tux to keep the cash registers ringing well into the 2020s. ■

The analog column shifter needs fixing. Escalade drivers ought to be able to shift between park, reverse, and drive without having to arm wrestle a relic from the 1960s.

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